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Continued from Page 15

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fishing news

September 30, 1977

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to 10,000 tons
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LONG HERRING BAN

**PROSPECTS FOR a
long North Sea Herring
ban were looming
large this week. At a
meeting of EEC
agricultural ministers
in Brussels, on Mon-
day, it was agreed to
extend the present ban
until the end of Oc-
tober.**

The object of the one
month extension was to give
the Community time and op-
portunity to take a formal
decision on a longer ban at a
meeting in Luxembourg on
October 24 and 25.

On his return from
Brussels, Mr. John Silkin,
Minister of Agriculture,
Fisheries and Food, described
the herring ban as 'coming in
penny numbers'. But he was
confident that a long-term ban
would be agreed.

The herring ban could go
on right into 1979. This
emerged from a speech in the
European Parliament last
week, by Mr. Hank Vrdselac,
a member of the European
Commission. He said: "The
Council of Ministers of the
EEC will reach a final decision
on Common Fisheries
Policy by the end of the year,
and the current ban on herring
fishing in the North Sea may
go on in 1979."

The European Parliament
approved continuation of the
herring ban until the end of
1978.

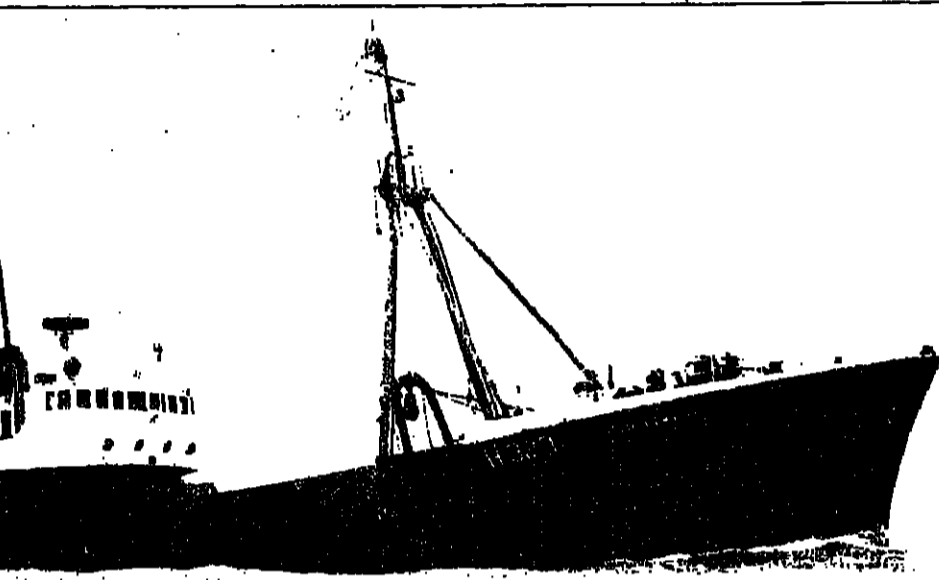
Mr. Mark Hughes, Lab.
Durham, asked for approval
of the ban on behalf of the
agricultural committee.

The Committee's resolu-
tion included a demand for
an efficient fisheries inspec-
tion system and financial aid
to strengthen member states
enforcement capabilities.

Scottish fishermen have
described the one month ex-
tension of the ban as
'piecemeal'. They would have
preferred a ban until the end
of the year.

Partners in £½m

**WHEN Grimsby's top pair fishing team
of Skippers Jens Bojen (left) and John
Richardson (right) return from their
present trip they confidently expect to
have earned over £500,000 for nine
months work. STORY PAGE 3.**



Russians pounce on Hull trawler

A FISHING agreement
between Russia and the
EEC due to be renewed is
now in suspension. This
follows an incident in the
Barents Sea involving the
Hull trawler *Loch Erriboll*
(left) and an announce-
ment that the EEC catch
in this area would be cut
to 1,800-tonnes.

Over 60,000-tons had been
previously taken from the
Barents Sea by the EEC fleet.

Turn to page 29

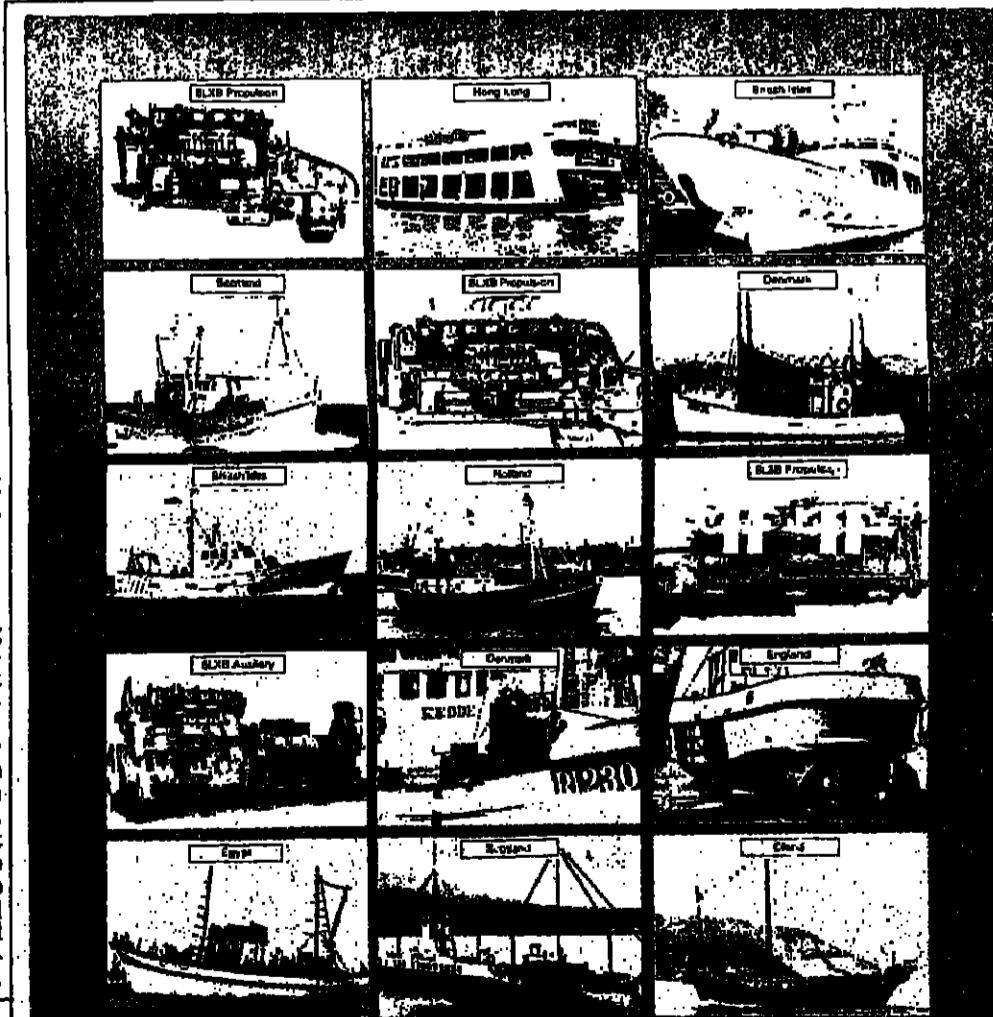
EXODUS TO INDIA

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their shipping interests,
fishing still remained the
most important part of their
activities. Their six
Appledore class trawlers were
fishing extremely success-
fully and as soon as an in-
ternational agreement is reached
on limits and quotas they
would be considering further
investment in the trawling in-
dustry.

The fourth vessel, *Suffolk
Warrior*, which has fire-
fighting equipment is working
with the intermediate plat-
form in the Frigg field, about
100 miles north east of Aber-
deen.

Suffolk Harvester
class of vessels are 134-tonne
net, 392-ton gross and are
powered by 2000 hp engines.
It is understood locally that
the owners six Appledore
built side trawlers of the
Constance Banks class and
the former Grimsby vessel
Suffolk Craftsman will con-
tinue to trawl from Lowestoft.



MEMORIAL SERVICE

HUGE crowds attended a
memorial service in
Lowestoft on Sunday for
the five men lost from the
sinker *Sapphire*. The service
was held in St. Geraldine's
Church.

More driftwood believed to
be from *Sapphire* has been
found along the coast.

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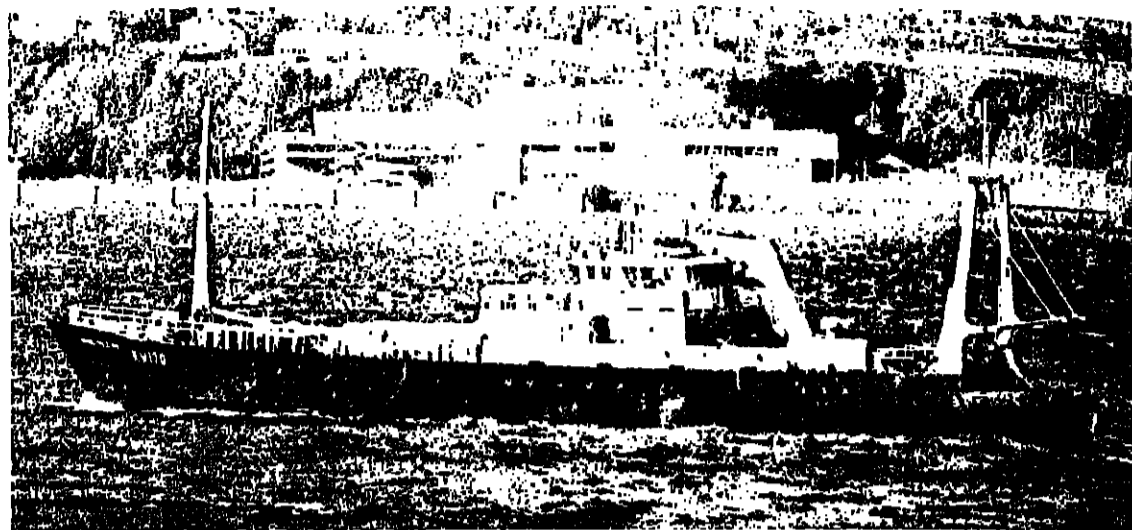
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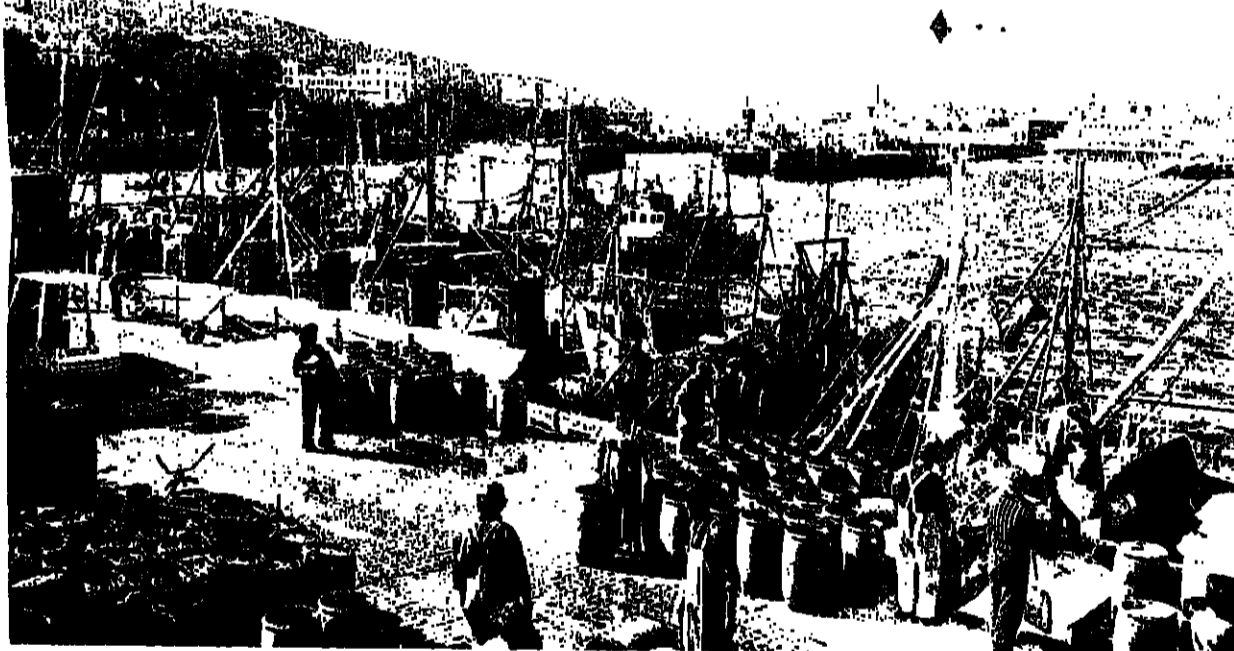
Gill Nets - Trammel - and Cod Nets

Manx herring closedown



Dutch lugger heading into Douglas to take on herring.

SAVING SOME FOR WINTER

Irish boat *Spasmagne* powers in to Douglas.Above: a cluster of Scottish boats at the quayside in Douglas. Above right: the Baller-registered trawler *Kathleen* heading for Douglas. Right: Freeburgh-registered *Green Pastures* underway.

ALL HERRING fishing in the North Irish Sea is banned from midnight tonight (Friday). The seven-week close season restrictions come into force from tomorrow, October 1, until the third week in November.

Despite a confusing start, and the stormy period during the introduction of the still controversial licensing system, the Manx Government's Board of Agriculture and Fisheries, said this week that the management had generally been a success.

Board secretary, Mr Lawrence Corlett, said,

Left: discharging herring at Douglas. Quayside prices have earned a good living for fishermen lucky enough to get licences.

"The licensing regime was an experiment, but it has worked. The fishery has been generally better run."

Fishing within the island's new 12-mile limit by the 100 licensed boats was, in fact, expected to finish by mid-week when 11,000 of the 11,900-tonnes to be landed this year was in.

The other 900-tonnes, representing £500,000 worth of fish, will be taken as winter herring from when the close-season ban is lifted in November up to the end of December.



CRACK PAIR TEAM SET FOR RECORD

WITH THREE full months of 1977 still to run Grimsby's crack pair trawling team *Margrethe Bojen* (Skipper Jens Bojen) and *Frances Richardson* (Skipper John Richardson) are set to become the first Humber-side combination to top £500,000.

Already this year the pair has notched up combined earnings of £483,050 from 15 trips involving a total of 184 days at sea. Of this the worst going was a total of £24,740 last March, whilst the last five trips since June have all produced combined earnings in excess of £30,000; figures which many trawler owners eye with great envy.

The pair, which operate through the John R. agency, are presently at sea having left Grimsby on September 20 and barring an early return through heavy fishing the champagne corks should not start popping until October 4 when they are scheduled to land again.

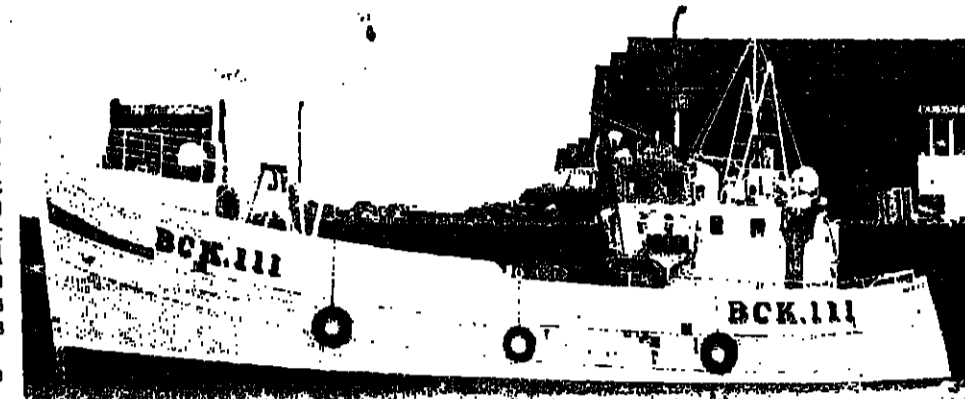
Last year the team managed over £480,000, but *Margrethe Bojen* did not complete a full twelve months fishing as she was only completed by Jones of Buckie in the spring.

Since the pair came together it has consistently outshined and outgrossed all Grimsby's other teams and

Margrethe Bojen — one half of an outstanding partnership.

broken the Grimsby port pair team earnings record seven times (five times last year and twice so far this year).

In May the pair set up the present record of £47,749 from 1,337 kits and to date has landed 16,617 kits (1,039 tons) of fish. With returns like these 'in the bank' it is small wonder so many trawler owners and former distant water skippers foresee a major role for pair trawling, pioneered by Jens Bojen, in the future.

*Margrethe Bojen* — one half of an outstanding partnership.

Billingsgate

IT WOULD seem that this column did Barker and Son Ltd. less than justice in recently suggesting that they had refused to handle Pacific oysters. It would appear that they have tried selling the odd thousand to their traditional customers but have had little success.

In fairness then, their efforts must be acknowledged but their lack of success must also raise questions. Could it be that the trouble lies in the word "traditional"? The article of which the company complains did suggest that new customers would have to be sought and perhaps new methods of presentation tried. Has anyone done so and indeed where should the onus lie for developing a new product. Is it the responsibility of the producer, the distributing industry or the people at the point of sale, the fishmonger or the restaurateur?

No doubt all three have or ought to have an interest in adding to their throughput but once again it comes to the question of who is going to pay, who is going to make it work? The White Fish Authority spent a lot of time and money from its diminishing resources on product development. It reached the stage of saying to the industry: "Here's the results of our research — now over to you, marketing is your job." And nobody appears to have taken up the challenge.

Probably it will be argued that the time is not right for new products, that the economic climate and cash flow problems mean that no company is prepared at the present to gamble on a possible future winner. But if this is so, perhaps someone should tell the producers — if they haven't got the message yet. They would then have the choice of cutting their losses now or deciding that they must, in co-operation, set up their own marketing and distribution organisation.

Assuming that they do the latter and are successful, another portion of the trade will be lost to Billingsgate, which brings us full circle to the original argument for the need for new customers, perhaps we should spare a thought for certain old ones, wherever they are. The ones that sold or ate the hundreds and thousands of Portuguese oysters that firms like George Tabor Ltd. used to sell every summer from Billingsgate.

fishing news

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New mackerel ban sought

A MOVE to keep boats over 80ft. outside six miles on the Cornish mackerel grounds is being made.

Secretary of the Cornish Fish Producers' Organisation, Mrs. Daphne Lawry, said they were now approaching Whitehall for a ban on boats over 80ft. fishing mackerel inside the six-mile limit.

"It would give additional breathing space for the smaller boats and we think this would make very good sense", she remarked.

It would also mean that medium size boats of 60-80ft. would have the extra benefit of the outer three miles.

"There are very few Cornish-owned boats that are over 80ft.", Mrs. Lawry added. At present any UK boats of any size can fish up to three miles of the shore.

A complaint is also to be made that the concession, enabling 35-tons of hulk lan-

ding of mackerel for human consumption without boxing, was made without consultation.

Although this might be helpful to some of the larger Cornish boats, the producers' organisation deplored the lack of consultation on this decision, which took them by surprise.

One Ministry decision welcomed by Mrs. Lawry was one which brought an end to form filling for Cornish mackerel fishermen.

Previously a licence holder had to fill in quite complicated forms, but now there are no controls over the 40ft. boat fishermen. These make the great majority of the hand-liners in the country.

The decision is largely the result of the producers group who had suggested that a change be made, making it a weekly return. Now it has been stopped altogether.

Difficult conditions in the fishing industry demand tough equipment, and Kelvin diesels have always responded magnificently to the challenge.

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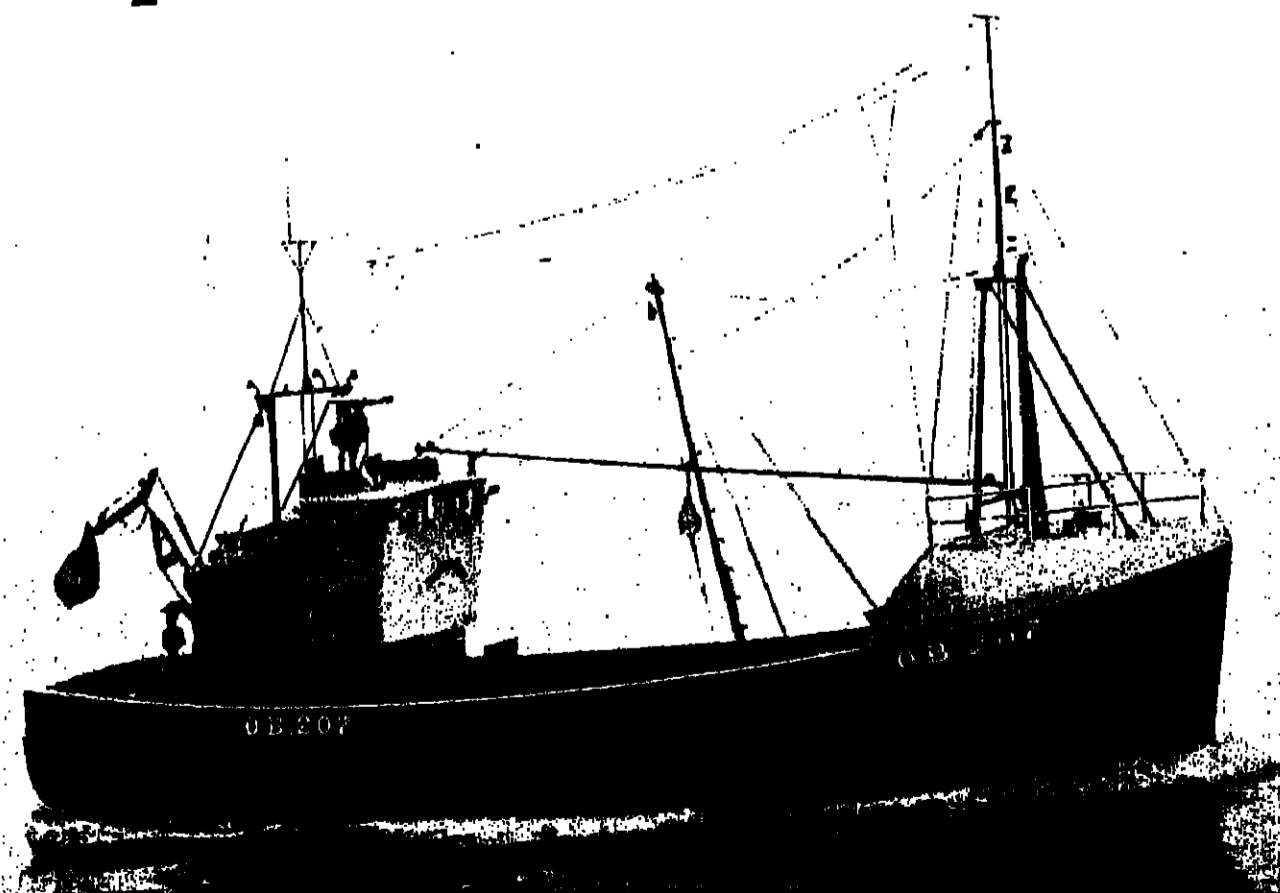
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The 'Sprite of Death' of the fishing industry was the theme of these youngsters at the Scottish Week parade.

'Pairs' keep up top landings at Fleetwood

FLEETWOOD'S new breed of pair trawlers continued to prove the port's most successful vessels when two stern trawlers returned from the north of Scotland grounds last week.

Armana (Skipper Tom Christy) landed 705 kits, including more than 500 of cod and 110 of haddock, for a grossing of £26,137, while Nevena (Skipper John Burns) had 98 kits which made 120,500.

One of the vessels was forced to go into Lerwick for repairs to her winch, but both were still back to port in 14 days.

Markets were good throughout the week and there was an unexpected bonus for sole buyers. This came when the Irish beam trawler Marrie Jacob arrived in port with 90 kits, which included more than 30 of plaice, sold for £8,925.

There were also some good results among the port's side trawlers. Wyre Conqueror (Skipper Bill Spearpoint) hit good haddock fishing on the Scottish grounds before returning to port with 718 kits — more than 600 of haddock — selling for £18,161.

On the same day Boston Explorer (Skipper Bill Anderson) did even better with her 780 kits — 600 of haddock — making £20,430.

Also successful were two of the port's pocket trawlers which found good fishing on the Irish Sea grounds. Forwards (Skipper Bill Phillips) had 145 kits — 35 of cod, 18 of plaice, 16 of whiting and 30 of roker — which sold for £5,008, while Craigmillar (Skipper J. Wright) made £5,112 from 133 kits.

Warding off death

"NEVER say die" say the youngsters of Peterhead's Rescue Youth Club.

The issue they brought very much 'alive' at the recent Scottish Week parade was the 'Sprite of Death' hovering over the fishing industry.

The youth club members won first prize in the float competition for their macabre portrayal of the doom that threatens their future at the present.

The teenagers were accompanied in the procession by a suitably adorned borrowed hearse.

Local skippers showed their support to the youth club's efforts with donations totalling over £70.

Said a spokesman for the club: "These kids really got over their point to the public. It's not just skippers who are affected by the 50-mile limit — every one of the youngsters are in one way involved in a boat such as this. We are all the fish fight together."

'Britannia' clash man accused

SEVERAL summonses against a Plymouth fisherman accused of lapping the royal yacht Britannia in Plymouth Sound during the Queen's tour of the City last month have been adjourned until October 21.

Victor Ernest Rixson, 69, of Bretonside is accused of failing to keep 50 metres away from Britannia while navigating his fishing boat between Plymouth Sound and the Torpoint Ferry.

He is also accused of failing to take sufficient notice to avoid a collision with the yacht's escort HMS Dryad, falling to less than 50 metres away from her, impeding her passage, failing to keep a proper lookout and failing to proceed at a safe speed proper to the circumstances and conditions. Rixson is expected to plead not guilty.

GROSSINGS HIGH FOR MILFORD

MILFORD Haven again had some top grossings last week with some good-quality catches being landed by local vessels.

Top ship of the week was Rosestar (Skipper Jim Manson) which followed up a £7,000 trip with one of £8,962.

On the same day the pocket trawler Westerdale (Skipper Bruno Linke) made £2,558 from 60 kits caught during an eight-day trip.

Between the vessels landed a total of five of cod, 40 of whiting, 90 of plaice, 40 of turbot and 30 of sole.

September 30, 1977

FISHING NEWS

£10,000 fine for Spanish skipper

A SPANISH trawler skipper has been fined £10,000 by Plymouth Magistrates for poaching off the Bishop Rock.

Serafin Carballo, skipper of the 100ft. trawler *Cova de Balea*, admitted fishing within British limits without a licence.

He was also ordered to pay costs of £234 and his vessel is to be detained until payment.

Hillary Collins, prosecuting for the Ministry of Agriculture and Fisheries said Carballo's licence to fish expired on August 24. On August 30 he was seen by the fishery protection vessel HMS *Antrim* fishing within British waters and was warned and told to leave.

Inspector Terrance Nichols for the Ministry said he had drawn Carballo's attention to the rules and had told him to haul his gear and move outside the limits. He said: "He did this and then steamed away".

Mr. Collins said: "The regulations are for the protection of British fishermen, particularly in Devon and Cornwall, and for the preservation of the dwindling world stock of fish". The maximum fine for the offence was £50,000.

Defending, David Bishop said his client had only £100 worth of fish on board when he was arrested. And went on: "This is not much more than a poacher might catch on a good night on the banks of the Tamar".

Escorted

Mr. Collins said that last week another protection vessel, HMS *Salisbury*, spotted the same trawler working 33 miles within UK limits. Carballo could not produce a licence so the trawler was escorted into Plymouth.

Under an order before Parliament last week Faroese vessels will continue to fish inside British fishery limits until December 31, 1977.

This follows recent consultations between the EEC and the Faroese on reciprocal fishing rights and a recent Council decision to permit the Faroese to take up to 2,500 tonnes of West of Scotland herring, in accordance with their traditional pattern of fishing.

Shrimp

Shrimp fishermen in the Morcambe Bay area are finding fishing so slack that the fleet has been drastically cut.

Wyre Fishermen's Co-operative are now down to one boat working out of Lytham, near Fleetwood.

Bill Wright, manager of the Co-op said: "It's an industry that has its ups and downs but there has been a slackening off".

He added: "The shrimps have been slow in coming in. Referring to the boat's skipper he said: "He has tried all the grounds but only about seven or eight stone are coming in where we could have got 20 stone in the past. For a period of about two months recently there was none at all coming in."

At one time Fleetwood was the base of a large fleet of shrimpers which catered mainly for the holiday trade, but this now has been cut by the fall in supplies.

FREEZER stern-trawler Othello grounded off Hull's King George dock early on Saturday morning, shortly after leaving the Hull fish dock for her new base in Australia.

She was, however, quickly refloated and resumed her 11,000-mile trip later the same day, after an inspection by a diver revealed no damage to the vessel.

"There was a minor mechanical problem which led to her grounding but she was aground for a very short space of time", a BUT spokesman told *Fishing News*.

The tug *Motorman* and *Lighterman* were in attendance during the tow and by 6pm on Saturday Othello was on her way again on her six week trip, during which she will refuel at Capetown.

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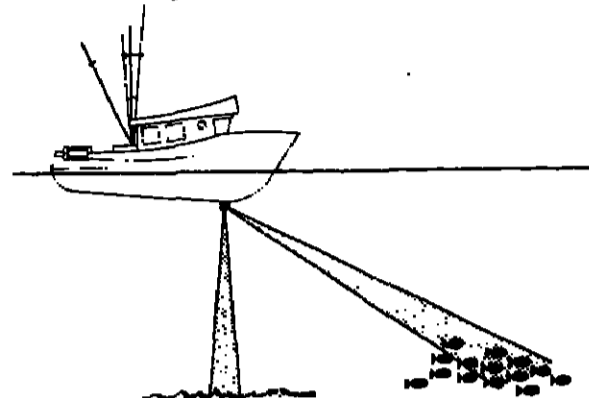
Seiner launch

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85 years constant service to fishermen and their families

Nozzle a prop for power

"I CREW FOR my father in his 45ft. boat and we mostly go bottom trawling."

"Last winter, though, we tried using a small midwater trawl for sprats and were fairly successful."

"At present, we have a reliable 88hp engine, but with more power, we could tow a larger trawl and improve our catches."

"If it is practicable to increase our towing power by fitting one of those nozzles round our propeller, please send us any information you have."

Nozzles have been fitted round the propellers of 36 ft. and 32 ft. inshore trawlers recently and one company makes nozzles as small as 18 in. diameter. Whether it pays to do so in your case, though, needs very close consideration.

The 32 ft. inshore trawler fitted with a nozzle was powered by a 108 hp engine and had a bollard pull of 1.38 tons. This is compared with a pull of 1.1 tons exerted by an identical boat with the same type of engine but without a nozzle.

Normal increase of pull gained by fitting a nozzle is about 15 per cent but in this case it was 25 per cent. Therefore, fitting a nozzle gives an increase in towing power equal to that gained from installing a 115 hp engine.

Propeller nozzles were not, as some think, primarily designed and produced to increase the towing power of tugs and trawlers but to reduce the wash caused by motorised barges which threatened to destroy the banks of European canals.

Fitting circular shrouds round barge propellers solved the wash problem and then it was found that this resulted in an increase in towing power. From then on such shrouds or nozzles were designed and produced not only for barges but for sea-going vessels as well.

In sea-going vessels, they are now found to have a damping effect which reduces pitching and in fishing vessels they afford some protection against the fouling of propeller blades by warps and nets. Improved types of nozzle also increase manoeuvrability considerably.

Because of these advantages and their effectiveness in decreasing fuel consumption while increasing towing power, nozzles are now being fitted in fishing vessels in growing numbers.

The Kort Propulsion Co. Ltd., Royal Albert Dock, London E16 can provide both fixed nozzles and nozzle rudders — devices which can be related to increase a vessel's manoeuvrability.

You might prefer a fixed nozzle for, although in this case you would need a new propeller, you would not need to install more robust steering gear. This would however be

John Burgess' Log



necessary (where practicable), if you had a nozzle rudder fitted.

Other nozzle suppliers in this country include The Anglo-Saxon Marine Construction Co. Ltd., 4 Creechurch Lane, London EC3A, whose devices are known as Ansax Propulsors, and C. F. Wilson and Co. Ltd., 168 Constitution Street, Aberdeen, which is an agent here for the sale of Dutch Van Voorden 'Hodi' nozzles.

How to thin anti-fouling

"WHAT IS THE best way to thin anti-fouling when it has become too thick to apply with a brush?"

"It has been suggested that I add Cuprinol and I would like to know what you think of this idea."

You could try the traditional method of thinning used by ship and boat yard hands but I don't recommend it. Neither do I think that Cuprinol would prove a satisfactory thinner.

If you can't thin yours in the usual way with turpentine or white spirit, it is possible that — provided it is not a cellulose or vinyl composition — a fluid called Unifrol might not only thin the anti-fouling satisfactorily but improve its quality.

The more I use Unifrol either on its own or as a paint additive, the more I admire its qualities. If trials with a small quantity of it indicated that it could solve your problems, you could later get all you need to make all your stock workable.

Unibond Ltd., Tuscan Way, Camberley, Surrey — can give full particulars and suppliers' addresses.

Net or line for bass

"WE WOULD LIKE some general information about bass and ways of catching them in a 32 ft. boat equipped with a combined net and line hauler."

Bass enter estuaries and rivers from Lincolnshire around the south coast of England to Wales in spring and remain there until late autumn.

They grow to a size of about 18 lb. (8 kg) and, among their favourite foods, are small crustaceans and small fish which they search for in broken water around sand and shingle banks.

Bass penetrate up rivers usually in the company of grey mullet — fish which have swim-bladders and can therefore be detected with fish-finding echo sounders.

You can catch bass with gilled lures, with bottom and drifting longlines, gill and trammel nets, and your boat

is suitable for any of these methods.

Since bass are particularly partial to sand eels, handliners usually use fresh or artificial eels by way of bait or lure.

If they can get them, longliners fishing for bass as well as rays and other fish, prefer to use lugworms. So do those who set floating or "bay" lines — lines with floats spaced at two fathom intervals along them and snoods or branch lines one fathom long attached at 24 fm. intervals.

Some fishermen in the Channel Islands may profit by taking bass with lines, but it is unlikely elsewhere in British waters. You would probably find it more profitable to use either gill or trammel nets — nets which will gill or tangle mullet and other fish at the same time as bass.

With several 3 in. (76 mm) mesh gill nets for use in spring and early summer and 4 in. (102 mm) mesh nets for use later in the year, you could catch rewarding quantities of bass if you work them hard at the right times of day and at the right state of tide.

Plenty of jellyfish and a great deal of weed often arise during the best months for bass.

Best times to set nets, therefore, are at dawn and dusk for about an hour or so either side of low water. Then you can leave the nets to fish on their own without having to moor them.

If there is no jellyfish, weed or rubbish in the waters you work, of course, you can moor your nets in places where the tide does not run strongly and leave them to fish all night.

Under such circumstances you can do the same with trammel nets which will tangle all sizes of bass as well as mullet and flatfish.

Trammels are no more difficult to work than gill nets, provided that they are rigged with braided leadlines and not individual leads on the footlines, and can be hauled with a net hauler in the same way.

In my experience the most productive places for setting trammels for bass are across entrances of creeks running into main streams. The set of the main stream during both flood and ebb tides holds them across the entrance to the creek and they will fish longer than if set across the main stream itself.

N.E. coble builder

"I WANT TO order a wooden coble between 25 and 30 ft. long."

"Could you name builders on the north-east coast who specialise in wooden cobs?"

Mr. and Mrs. Harrison, Ambleside, Northumberland and Scarborough, Yorkshire, England, are the only builders of wooden cobs in the north-east coast of England.

I want to sue but...

"LAST MARCH I received a grant to buy a 36 ft. fishing boat. The hull of the boat which I then ordered had already been built. It only needed decks and a wheelhouse, and an engine."

"I came to a gentleman's agreement with the builder that he would carry out the work before the end of May but there was no written contract."

"It is now August and the boat is not likely to be completed before the end of September."

"As I had to sell my old boat to pay for this one, and sue for loss of earnings by myself and crew?"

You could sue but it would be difficult to prove that the builder had given a firm undertaking to complete and deliver the boat in May.

I fear that your experience is a not uncommon and somewhat costly way of learning that when you make a business contract verbally with anyone, it is prudent to send him the terms of the agreement as you understand them, as soon as possible afterwards.

If he accepts the letter without promptly pointing out in writing any terms which he differs, you could then sue him with good prospects of compensation if he fails to keep his side of the bargain.

You would then have written evidence likely to be accepted by a court of law.

Thai wood for decks

"I WISH TO fit new decks and build a new wheelhouse in my 52ft. MFV."

"It is suggested I use Yang planks, beams etc. for this but I have never heard of Yang."

"Do you know whether it is a hard or soft wood, where it comes from and whether it would be suitable for these purposes?"

Barchards of Hull say Yang is a tropical hardwood, imported from Thailand.

It is very suitable for deck planking and margins but is not imported in wide enough plank widths to allow planked beams to be made from it.

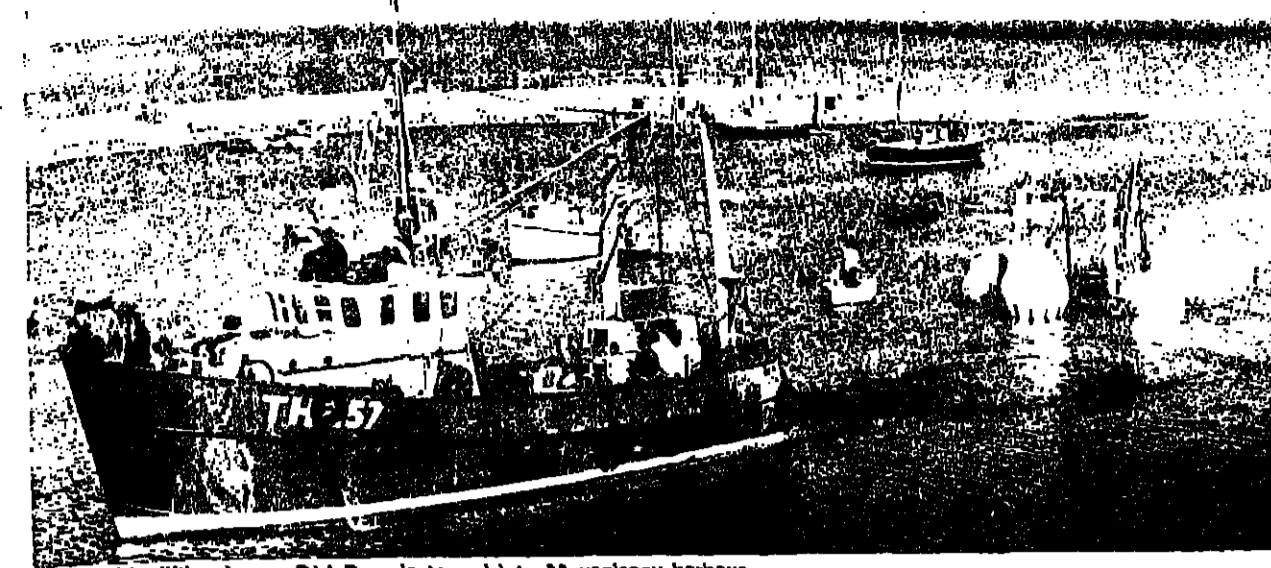
When longlining, large fish will often take your baits. If you lose your baits, if you lose your lines either by losing eyespools or by loss of lines, or by loss of line through the rings and over the stocks, you might consider a simpler and quicker method of doing this.

American type snap-on connectors or snap clips will, without eyelets, be more suitable in this country.

They can be made and anchored by using a small shackle. When used, they can be removed from the line by pulling the line through the rings and over the stocks, you might consider a simpler and quicker method of doing this.

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Supported by lifting buoys Girl Rona is towed into Mavagissey harbour.

THE BIGLIFT

...up from 200-foot

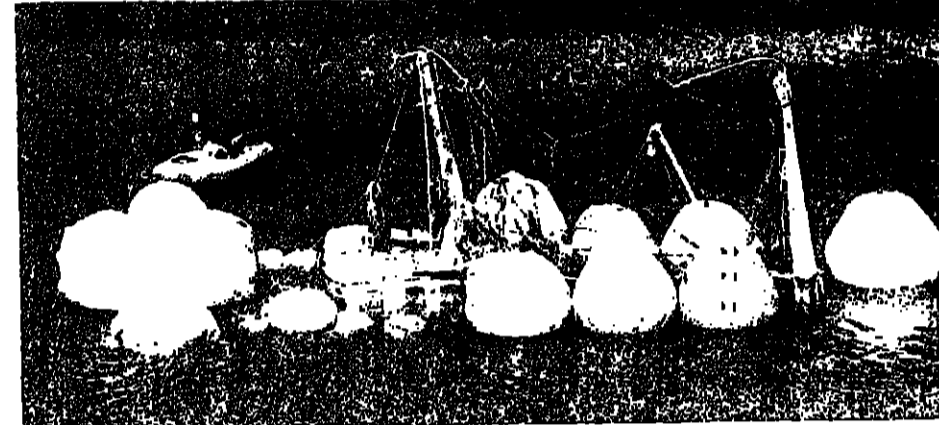
THE RAISING of the Torquay boat Girl Rona (Fishing News, September 23) was the culmination of several trawler recovery jobs using lifting bags filled with compressed air. The difference this time was that the bags were used on a vessel down in 200 ft. of water.

The main strain for the lift was taken by five-ton bags. These are the largest in the range supplied by the firm of J.W. Automarine (Crestbury Ltd.) of Norfolk. The range starts with a one ton version bag.

Although the raising of Girl Rona was undertaken by a team of amateur divers, J.W. Marine offer a complete recovery service. The bags are hired by the day and supervisory team of divers is always available to retrieve both boats and fishing gear.

Nine bags were used to raise Girl Rona. A team of divers working in their spare time progressively raised the vessel 60 feet at a time so that it could be towed to shallow water.

Girl Rona which would now cost £150,000 sank in an upright position off Dodman Point after springing a leak in a storm.



Top: Girl Rona sits on the bed of the harbour waiting for a low tide. Above: After pumping out and checking for damage, the vessel is refloated on the high tide.

Mackerel set-back

MACKEREL hand-liners who planned to use a beauty spot in Cornwall to land their catches during the winter (Fishing News September 23) have received a further set-back.

The fishermen, headed by co-operative leader Ben Collins of Cadwith, heard that Tremayne Quay on the Helford River may go to the National Trust which has recommended that no lease be granted to them.

At a meeting of the regional committee earlier this month, the National Trust agreed to accept a proposal by present owner John Vyvyan that Tremayne Quay and surrounding woodlands become part of their growing empire. But after considering the fishermen's case, decided

it should not use the area.

Mr. Vyvyan, who sympathised with the fishermen when conservationists urged the Department of the Environment not to let the scheme go through, has now endorsed the decision by the NT regional committee, and Mr. Collins who was hoping the 15 or so boats would be using the quay by the autumn has now to look for an alternative site.

"I will not let the matter rest," he said. "It has come as a blow to our plans."

Use of the quay would have meant building an access road and erecting a shed for packing fish.

ARBROATH-BASED wholesale and retail fish firm R.R. Spink and Son Ltd., are to appeal against Angus District Council's refusal to allow the firm to expand its existing premises in Seagate, Arbroath.

The 30 ft. boat, powered by a Renault Couach diesel, was going on trials on Monday this week. She has a 3-ton fishroom and a Morris 1-ton trawl winch.

HADDOCK worth \$17,040,872, about 48,000 tonnes, was landed from January 1 to the end of August this year at British ports.

WFA rate changes

CHANGES in White Fish Authority and Herring Industry Board loan interest rates have been made.

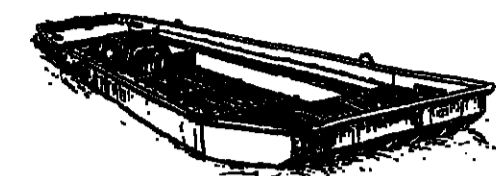
The new rates of interest for vessels under 80ft and new engines are: Up to five

years, 8 1/2 per cent; five to 10 years, 10 1/2 per cent; 10 to 15 years, 12 1/2 per cent; over 15 years, 13 1/2 per cent.

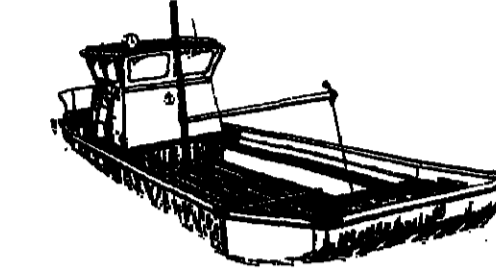
For processing plants up to five years, 12 1/2 per cent; five to 10 years, 13 1/2 per cent; 10 to 15 years, 14 1/2 per cent; 15 to 20 years, 15 1/2 per cent.

The new rates of interest for vessels under 80ft and new engines are: Up to five

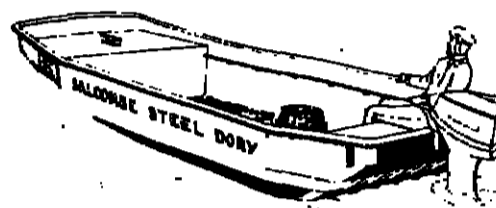
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FISH HANDLING, processing and marketing

Cost of a price boom

AUCTION PRICES averaging up to £60 a kit are being forecast for cod and other leading species...but can they be sustained? This article examines the basis for these claims by assessing the factors influencing prices.

The major influence on auction prices in the past has perhaps been the level of landings. Figure 1 shows landings of demersal food fish in the UK over 1970-76 and the WFA Fishery Economics Research Unit's forecast for 1977.

The graph for cod also shown in Figure 1 indicates that the supply of cod is expected to show the greatest reduction in the near future. This shortfall in supply can be made up, at least in part, by increasing imports or by

substituting other varieties for cod.

In the pelagic food fish market, there is a remarkably similar phenomenon. Supplies of herring, the major variety, are much reduced, and imported supplies are being sought. At the same time, processors have been trying to switch towards substitutes such as mackerel.

With reduced supplies comes higher prices. In the first half of 1977, the auction price of codstuffs at the major deep-sea ports in England and Wales was £31.25 a kit, 54 per

cent up on the first half of 1976. Over this period, the volume of cod imports was actually lower than in the first half of 1976 level and prices increased by 48 per cent. Prices of alternative varieties have also increased considerably, although not quite as fast.

The projected reduction in cod supplies is so considerable that, on the basis of established historical price/supply relationships, the auction price would be expected to show an even greater proportionate increase on the 1976 level than has occurred so far this year. However, there are two factors on the supply side that may help to moderate price rises.

The first factor is the substitution of less expensive varieties of fish for cod. Although substitution is a relatively slow process restrained by consumers' tastes, the switch by processors to alternative varieties such as hake and coley has been a significant development which will no doubt continue. However, species such as blue whiting and ling, which could be caught by British vessels, are unlikely to augment supplies significantly this winter, and supplies of Alaska pollock — similar to coley — are unlikely to be available for import.

Auction Price	Retail Prices	
	Cod Fillets (p/lb)	Cod Fish Fingers (10oz. pack)
33.30 (July 1977)	84	52
40	95	62
50	111	77
60	127	92

ting in large quantities because of strong demand from Japan.

Secondly, imported supplies may restrain increases in auction prices. Prices of imports are determined by pressures of world supply and demand, and with the revival of economic growth coupled with limited supplies, prices have tended to increase. A relaxation of these pressures would help to stabilise UK auction prices. At least the pound sterling has a fairly stable outlook in contrast to the sterling depreciation over the past two years which has substantially increased the prices of imports.

Before looking at demand, it is necessary to examine the level of frozen stocks, which act as a buffer between supply and demand. The latest estimates indicate that stocks of frozen white fish are at about the same level as in the previous two years.

Since the beginning of this year, however, there has been a modest increase in the level of stocks. This may be attributed to seasonal factors, but it also suggests that so far this year the processors have managed to satisfy demand even with reduced landings and imports of cod. This may point to lower demand and/or successful substitution of cod by other species.

It is probably true that most analyses of the fish

market tend to understate the importance of demand, and in particular the response of consumers to the price of fish relative to prices of competing foodstuffs and other commodities generally.

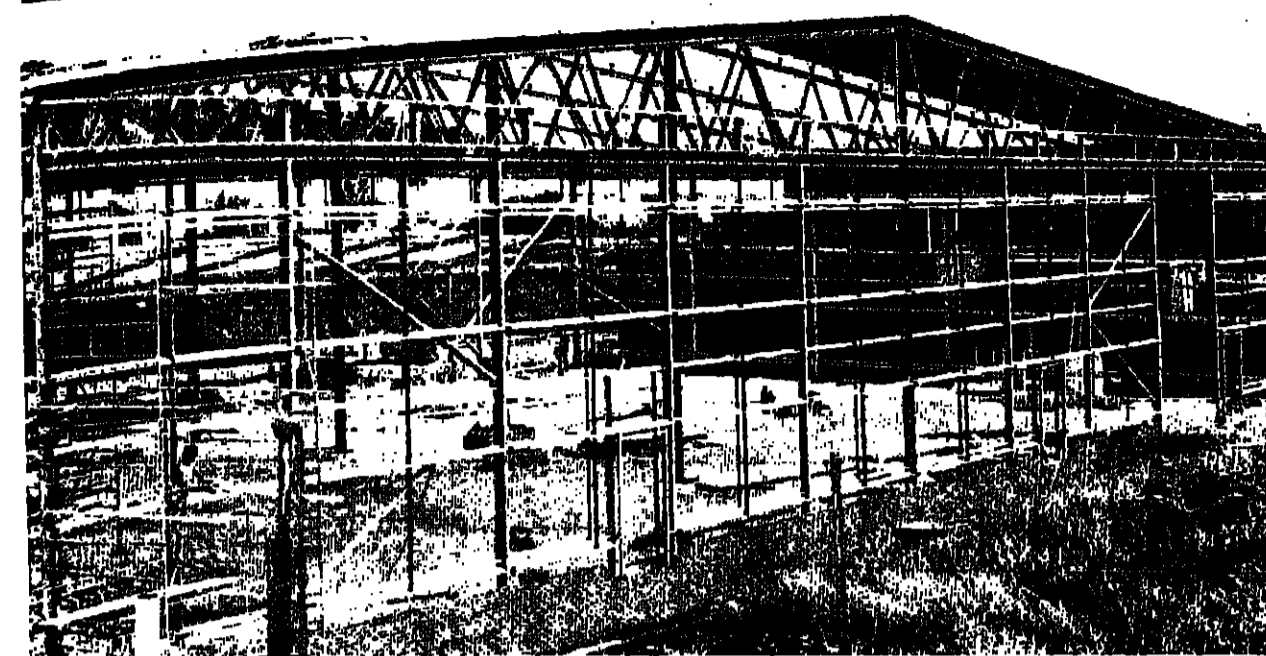
Consumption of fish, like that of several other foods, is tending to decline. Over the past five years, human consumption of demersal fish has fallen by some 150,000 tonnes (20 per cent). A major reason for this is the increase in fish prices compared with other commodities.

In the last twelve months, retail prices of fresh fish have advanced to exceed those of competing lamb and pork products and to rival prices of cheaper beef cuts.

Other recent sharp price increases caused by reduced supplies, such as potatoes and coffee, have shown that it is possible to increase retail prices of a commodity quite dramatically, but that consumer resistance is a important restraining influence. In the case of fish, assuming the supply pressures point to increasing prices, what factors will influence the extent of consumer resistance? Or, equivalently, how responsive is consumer demand to price rises?

An important factor in the question is the sensitivity of retail prices to auction price changes. An increase of 54 per cent in the auction price of cod would add 8p/lb to cod at the fishmonger's shop and about 7p/lb to the retail price of frozen fish fingers, assuming unchanged marketing and retail margins. This sensitivity is brought out in Table 1.

FISH HANDLING, processing and marketing



New £4 million cold store at Pinhoe, Exeter, to include specially-designed saw-tooth loading dock.

NEW COLD STORE IN DEVON

A PUBLIC cold store system of nearly a million cu. ft. is being built at Exeter Devon by Plymouth Cold Stores Limited.

Phase one of the development, which is being carried out by Hemsec (Construction) Limited, at a cost of £275,000, involves expansion of the present store at Pinhoe to a total of 670,000 cu. ft., with facilities for a further 250,000 cu. ft. extension. It should be completed by the middle of October.

Hemsec (Construction), which specialises in turn-key contracts for cold stores, is

handling all building and insulation work with Star Refrigeration responsible for the refrigeration plant and electrics.

Plymouth Cold Store's total investment in phase one amounts to nearly £4 million. "The development has been brought about by increasing demand for our cold storage and freezing services," says Plymouth Cold Store's managing director, Mr. Tony Rayment, "and will be used to store a wide range of products, including carcasses and boxed meat, fish, frozen food, poultry and dairy produce."

"Hemsec were chosen on the strength of their design and management team and because we wanted to employ their Super Panel insulation system, which we consider the best available." They have also designed for us a special saw tooth loading dock to enable maximum use to be made of the site."

The new store, built to Lloyd's standards, will comprise two chambers operating at -29°C and incorporating a blast freezing capacity of approximately 10 tons per day. The company also operates a 478,000 cu. ft. cold store at Plymouth, together with meat and frozen food depots and refrigerated transport.

Plan to increase process output

RED SAILS Frozen Foods of Clogherhead, County Louth, is to expand its fish processing operations.

According to the Irish Industrial Development Authority — the State body which grant aids new industrial developments and, which assisted the company in establishing a 4,000 sq. ft. plant last year — the company's output will be increased by the new plans now underway and they will also result in an increase in exports.

Red Sails is promoted by two Irish businessmen, Seamus Rigney and Derek Younger, both of whom have had previous experience in fish processing ventures.

It employs 50 and handles a range of fish landed at Howth, Clogherhead and Killybegs.

The I.D.A., announcing the expansion, said that a total of nearly 900 tonnes of fish was processed by the small Irish firm in 1976 and 90 per cent of its products are exported.

Expanding into whitefish

HOMAC Foods Ltd. are to locate a new white fish processing unit at the Old Harbour, Dunbar, while continuing to process shellfish at Duns where they were established in 1971.

The local authority has given planning approval for conversion of the former boatyard at the harbour to fish processing use, in view of the fact that Homac have, under contract, a number of units landing at Dunbar.

The company has been expanding steadily since its launching and is now expanding the bulk of its production to the European market.

Waste fish investigation

ONLY one per cent of industrial fish is wasted, while a far greater proportion of consumer fish is lost, says a report, prepared by the Chr. Michelsen Institute Bæren, for Norway's Fish By-Products Committee.

The study was based on Norway's 1974 fish catch of 2.5 million tons.

About 73 per cent of the catch was industrial fish for reduction to meal and oil and the amount of raw material "lost" was about 40,000 tons. Consumer fish, chiefly cod, haddock and saithe, constituted only 27 per cent of the raw material loss was 83,000 tons.

The report noted that the entrails and much of the other waste material were

rich in protein and amino acids but they deteriorated quickly. Vessels at sea for more than 48 hours would require equipment costing some £5,250 in order to conserve the material, and storage tanks would also be required.

According to the report the Fishing Technology Research Institute and Trø Engineering in Stavanger have developed a gutting machine which adjusts automatically to the size of the fish. Operated by one man the machine can handle 30 fish a minute.

Trø Engineering has also designed a machine for decapitating and cleaning small fish between 20 and 40cm., which normally would be used for production of meal.

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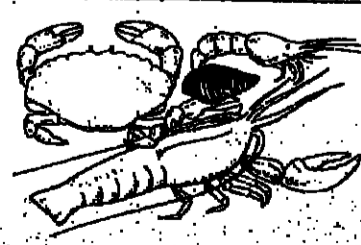
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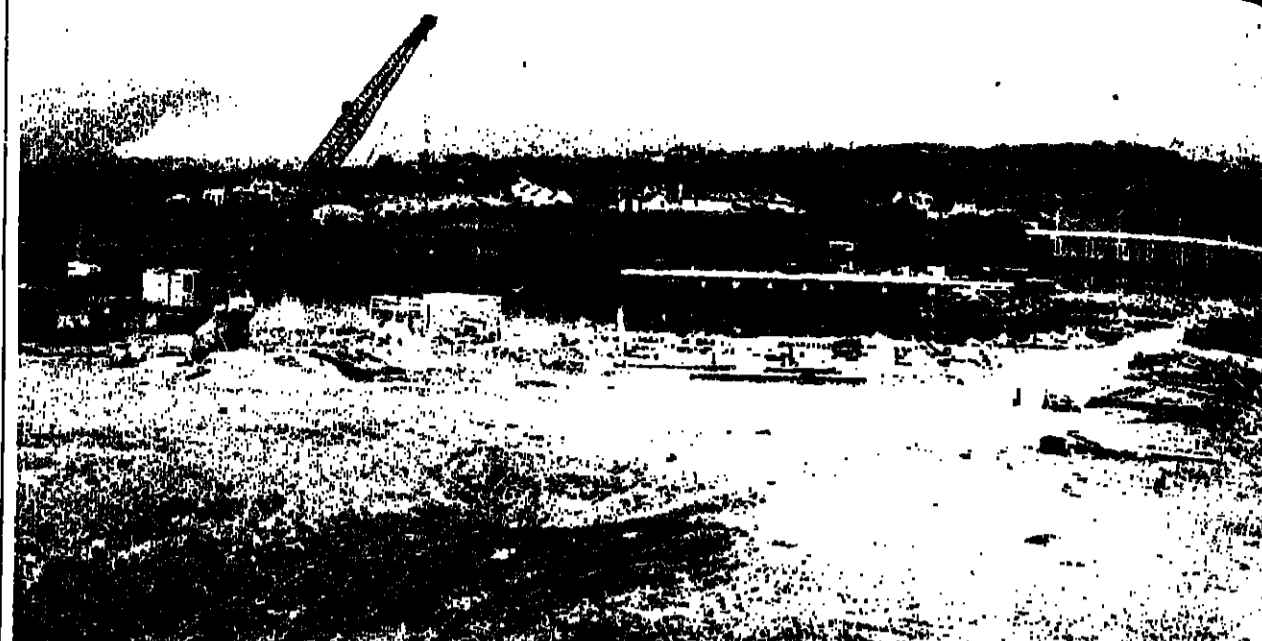
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FISH HANDLING, processing and marketing



Part of the site on Diniah Island that will be developed into one of the largest fish processing complexes in Ireland. The slipways for the Synorlift can be seen in the middle and the new road bridge linking the mainland on the far right.

SPANISH SETTING UP ISLAND FACTORY

THE GIANT Spanish fishing concern Pescanova of Vigo is to catch and process white fish in the south-west of Ireland.

Plans for the new 'Biranova' project, which have already been agreed by the Irish government and given a substantial grant from the Industrial Development Authority (IDA), involve the building of at least two factories and a sizeable cold store on Diniah Island, which lies adjacent to the port of Castletownbere.

The Irish-Spanish joint venture will, it is understood, occupy about four acres of a 40 to 50-acre fish industry development site on the island.

The first phase of the operation will be the construction of a filleting and freezing plant, packaging station and cold store. The next phase will involve building a factory for breaded fish portions.

... joint venture with Ireland

To help provide the bulk of the estimated 6,000 tons of raw material that Biscanova will require annually, the Spanish are to send three 96 ft. vessels — named *Frei Pesca I, II, and III*, respectively. They will be working out of Castletownbere, probably under Spanish skippers, but with Irish crews

and Irish fishing masters. Castletownbere, 96 miles west of Cork City on the Beara Peninsula, is one of five ports designated by the government for development as major fishing centres in Ireland.

Shelter

It is situated on a good natural harbour with adequate shelter and close to rich fishing grounds in the south and south-west. It is a central point for trawlers operating from Dingle, Cahirciveen, Schull, Baltimore and Union Hall.

The existing port has already been substantially improved in recent years. But due to lack of space it was decided to site the main fish processing complex on the tiny Diniah Island, which

Left: one of the timber-hulled vessels tied up at Castletownbere. The port has about 26 local boats ranging in size from around 50 to 80ft. Below: a key feature of the ship repair facility on Diniah Island will be the 230ton capacity Synorlift.



faces Castletownbere across a narrow divide of water. A road bridge linking the island with the mainland was completed in 1973 as the first stage of the project.

Most of the construction work on the new wharves is complete and a 230-ton Synorlift is in position at what will become a ship repair facility. The island site is now being levelled ready for the new processing factories.

It is almost certain that one of these will be a fish meal plant. There is a need for small reduction facilities, more exploratory fishing surveys in the south-west have shown a large resource of industrial species. And there will, of course, be a regular output of waste fish and offal when the processing factories are in full production.

Castletownbere has been making great headway in recent years. It has consistently been placed 5th or 6th in the league of top Irish ports, but a 6,600-ton landing last year pushed it to 3rd place behind Killybegs and Howth.

In five years the value of the fish has jumped from £162,000 to £875,000. Its pelagic landings alone were worth £491,000 last year, enhanced by a good mackerel season.

There are now great hopes for the mackerel fishery in the south-west, and spruce and blue whiting resources could well be used in the future.

These coupled with demersal landings of whiting, haddock, cod, ling, hake, sole, plaice, brill, turbot, and shellfish, including lobsters, prawns and crayfish should ensure a relatively healthy raw material supply.

The Spanish are not alone in their interest in grabbing a stake in Ireland's newest fishing centre. According to BIM there have been enquiries from several international firms — including a Norwegian company — interested in establishing processing plants on the island.

Castletownbere is now ripe for take off. With the injection of foreign capital and the construction of modern processing facilities, it is well placed to become a major fish processing centre in Ireland.

FISH HANDLING.

New process speeds up test for Mercury

A FAST technique for measuring mercury contamination of fish has been developed which could permit hundreds of tests per week.

Two scientists, Ramon Chvojka and Jurgen Kapczak of the New South Wales State Fisheries (NSW) in Sydney, developed the technique, which allows tests for highly poisonous mercury to be done in minutes instead of hours.

A watch has been kept on

trace-element levels and health standards in fish and fish products since 1972.

The new system allows both forms of mercury (organic and inorganic) to be tested at the same time, saving time, labour and materials.

The new find is important as fish is condemned as unfit for human consumption if it contains more than 0.5 parts per million of organic mercury.

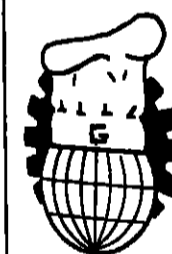
The mercury builds up as

the fish eat each other and the accumulation grows with the fishes size and age.

This knowledge caused the banning of sales of shark more than one metre long in NSW. It is possible that tests on other fish by the new mercury detection technique will result in further bannings of sales of particular fish by size and variety.

It may also enable fishermen and fish scientists to identify areas of the coast where fish are susceptible to mercury poisoning.

The two Sydney scientists, Ramon Chvojka (left) and Jurgen Kapczak, who have developed a new mercury test which saves time, labour and materials.

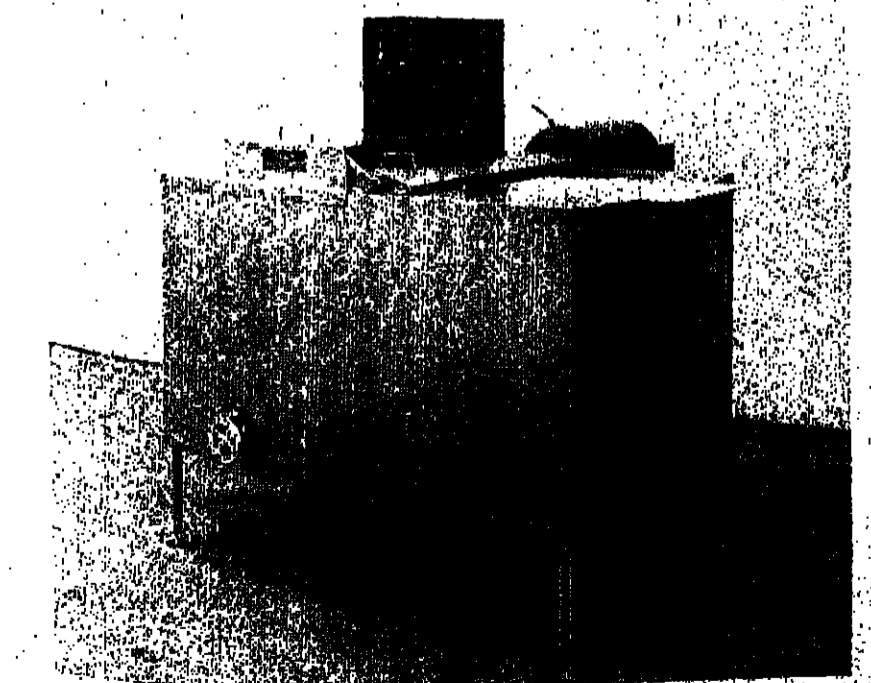


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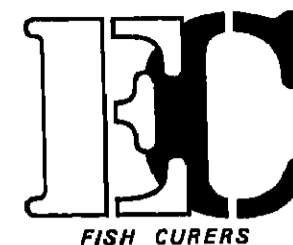


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GIFFARD: The outer here is of waterproofed 4oz nylon and comes in navy-blue or olive-green at £18.90.

TROUSERS to match the jackets can be made to order, with or without lining. Both of the above jackets are available with a heavier lining for extra warmth. 'Velcro' sealed pouch pockets for more room, and are marketed as the CROCOD at £19.70, and the LYNTON at £18.10. Prices are inclusive of postage, packing and VAT. Please state chest measurement when ordering.



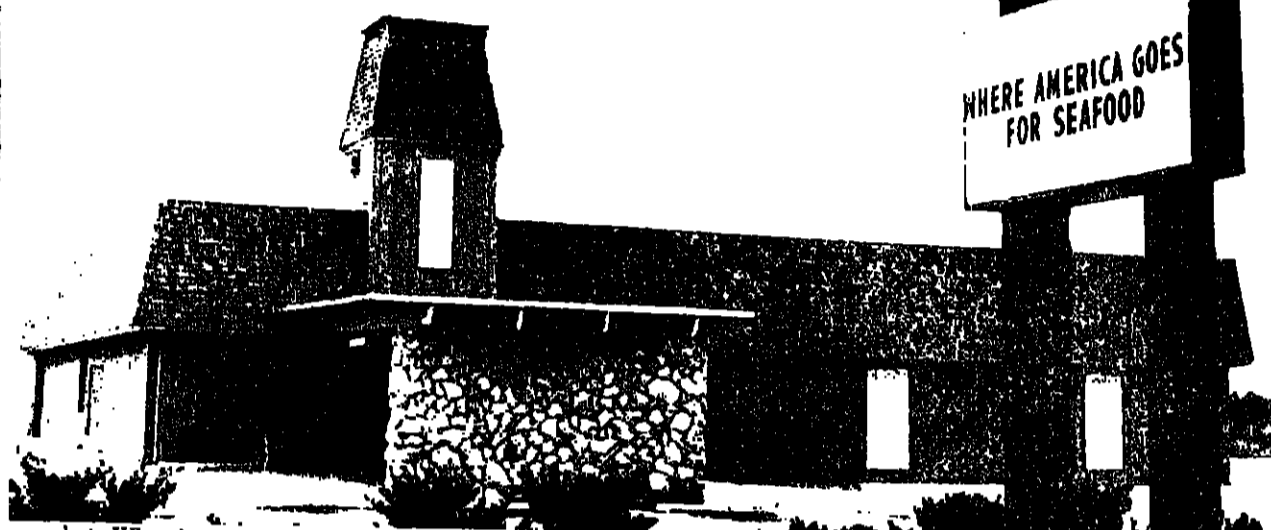
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FISH HANDLING, processing and marketing

BEHIND THE 'RED LOBSTER'

The world's biggest seafood buyers

COMING to Britain as part of a European tour is a team of fish buyers from the United States who spend over £50m on world fish markets. This fish feeds a unique chain of restaurants in the United States. HARRY BARRETT took a look at this massive operation when he visited the company's base in Orlando, Florida.



IN THE United States people are noted for doing things in a big way. And when they do it the right way as well, then there really is something to be learned.

I found this when I walked into the offices of Red Lobster Inns of America, in Orlando, Florida, just a few weeks ago. Buying fish ranging from Scottish salmon to Argentine grouper, this firm is spending around £50m a year on the world fish

market. What is more startling and an object lesson in marketing, is what they are doing with it.

All this fish is being poured into a chain of fish restaurants. There are now 220 (sorry — 222 — they build one every 10 days) Red Lobster Inns across the United States.

This success has been founded on a strategy aimed at showing people that good and varied fish can be served as a "dining experience" without costing a fortune. "In the fish catering business, we're between the fish and chip diners and the white table cloth restaurants you have", explained a spokesman.

So what do you get for your dining experience? Well, apart from an appetiser which can range from oysters to crab leg cocktail, there is a choice of around 20 main courses.

I dined on 'Shore Platter' which included fried shrimps, scallops, oysters and a white fish fillet, with no sign of indigestion at a bill which clocked up £1.90. Of course I could have gone to the top of the house with broiled rock lobster tails at under £4, or a meat and fish mixture of sirloin steak and broiled Icelandic lobster tails for £3.60.

Enticing the family unit out to eat plays a big role in advertising strategy. There is a special range of menus for the under 10's, which for example, can consist of flounder, fried chicken, fried shrimp and fried oysters served with cole slaw, choice of potatoes and hush puppies (corn bread). All for an incredible 70p.

What makes a 'dining experience' goes beyond the food. Decor of the restaurants is simple and inviting and the service is quick. It has to be when a single restaurant can serve up to 60,000 meals a week.

This huge turnover in meals which could only be achieved in Europe by a self-service set-up, is the key to Red Lobster's operations.

Alcohol is served... but there is no encouragement for customers to linger with after dinner drinks. Although I was in no way aware of it while dining, I learned later that the waitress is on a three-minute schedule to take down an order and pass it through to the kitchen.

The no frills policy, means no desserts and no table napkins. Table reservations are also taboo. "Empty seats at tables when somebody doesn't show up after booking is denying space to a paying customer", says Red Lobster.

Built to a standard design each restaurant costs £500,000 to set up. Around 87 people are needed to run a restaurant in which 240 customers can dine at one sitting.

The building of new restaurants is a totally "in house" operation. Once the land has been bought — it always includes ample car

parking — Red Lobster's architects and contractors departments get to work.

When the building is complete, an opening team of 13 experienced people are sent to train the staff. Within four days the restaurant is ready for its customers.

There is a heavy emphasis on promotion from within the group. Store management training includes two weeks at the Red Lobster base in Orlando, and 13 weeks in the field, which will cover every job in the restaurant. Each restaurant has two on duty during busy periods.

The heavy corporate image that has become a hallmark of business in the United States is also evident at Red Lobster. While this type of business philosophy might have its detractors, there is no doubt that it adds up to a service customers enjoy. Over 85 per cent of customers are

FISH HANDLING, processing and marketing

SIGN

labelled 'returnees' — those who tried it once and came back for more.

Crucial to the continued success of Red Lobster is the problem of soaring fish prices; restaurant efficiency can only go so far and the buying team is prepared to scour the world for fish.

As the largest purchaser of seafood in the world, the company is aware of its position on the market. "We put a huge demand and huge pressure on the rock lobster market. We control 40 per cent of the market and this is not fair to either our customer or us."

Although the company does buy some supplies through brokers, it is quick to point out that it prefers to deal direct with the fish plants.

The main supplies of warm water species are taken from South America while Canada and Alaska are a major source of cold water species.

Tremendous quantities of shrimp are brought in from Mexico and rock lobster from Brazil. Argentine and Chile are also a big market for langoustines.

With the bulk of Canadian scallop production aimed at the United States, big quantities find their way into the Red Lobster restaurants. The North American market is also a big buying area for flounder.

From the Red Lobster buying schedule, there appears to be an insatiable appetite for shrimp. Both brown, white and pink shrimps are taken off Florida and the Gulf of Mexico. This appetite for shrimp has also extended to Red Lobster establishing its own shrimp farm in Honduras.

Snow and King crabs from Alaska always features prominently on restaurant menus. With its unique position in the fish buying and catering chain, Red Lobster is in an enviable position of being able to test and influence consumer tastes. And this has been done successfully by replacing high priced cod and haddock with cold water whiting.

With its chain of dining restaurants firmly established Red Lobster has dropped a

notch in the catering market and is experimenting with a self-service operation. Going under the name of Han-nahan's there are now 30 of these establishments which feature fish and beef.

From menus displayed on the walls, the customer makes his choice of main course and announces it himself into a microphone wired to the kitchen. By the time the salad and dessert are picked up at the self-service counter, the main course has arrived at the cash point.

Red Lobster founders decided on the concept of Quality, Value and Service long before the first restaurant opened in Lakeland, Florida in 1968 and it is still the much quoted theme behind the organisation.

One of the founders and now chairman of Red Lobster, William R. Darden, says the company's rapid growth "is due to the fact that people are eating more seafood now because they realise its nutritional values and it is more available to them".

He adds: "Restaurants such as Red Lobster, which feature a wide variety of seafood every day of the week are relatively new because of technological advances".

So while the throbbing night signs proclaim that Red Lobster is "where America goes for seafood", its buyers are travelling the world to provide it.



The dishes are available on a take-away basis. Each order is packed to retain the food's heat.



Inside Red Lobster restaurants is a family atmosphere, and service is fast and friendly.



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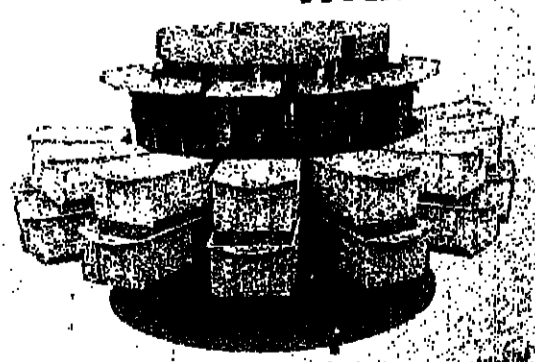
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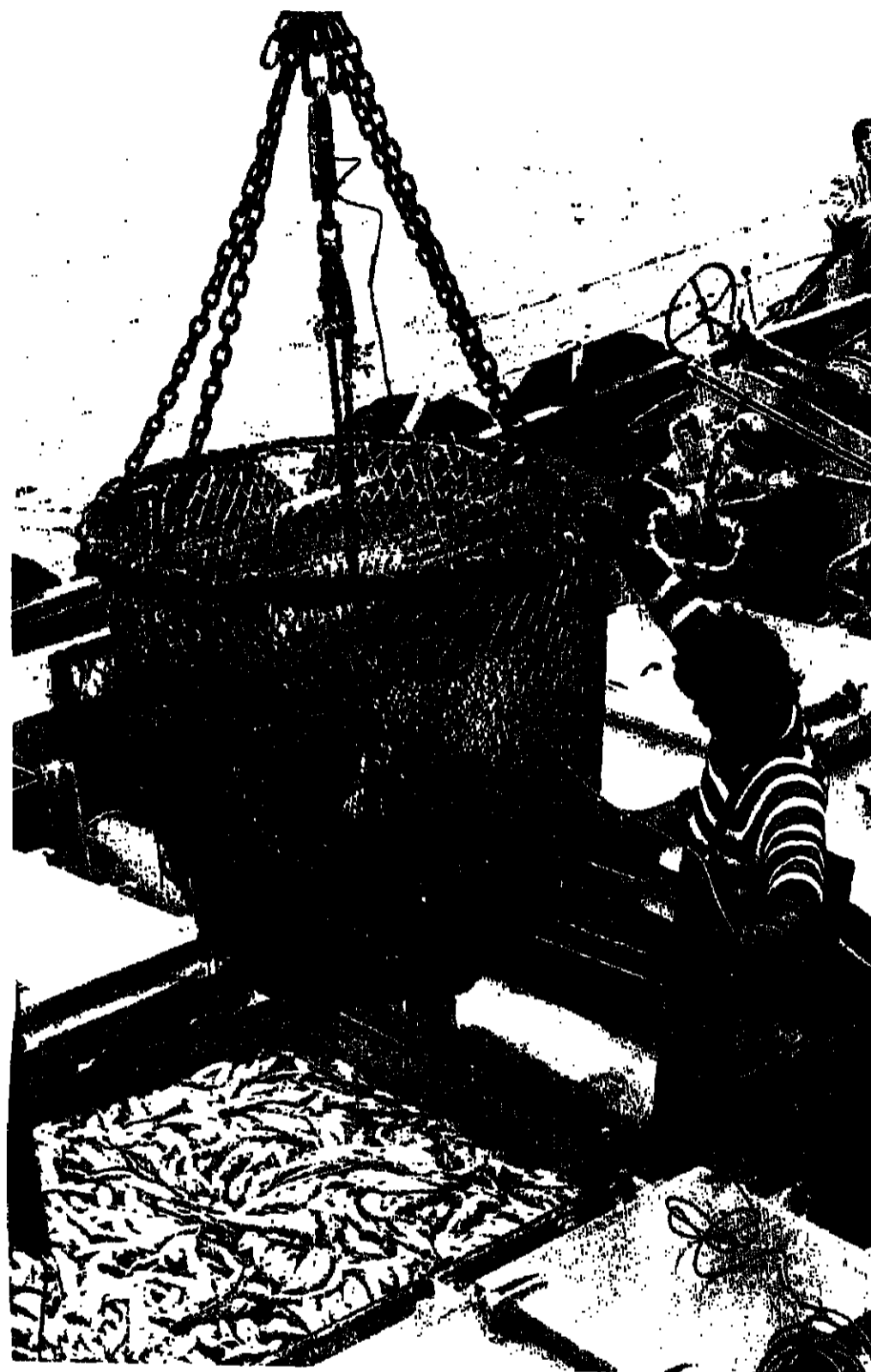
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FISH HANDLING, processing and marketing

WEA TECHNICAL PROGRESS



THERE is now little doubt that blue whiting will be making a valuable contribution to British white fish supplies in the not too distant future.

Although research and development work undertaken so far has produced encouraging results, the major outstanding problem is the development of suitable machinery for processing this small and relatively soft-textured fish.

The requirement is for a high-speed machine, small enough and cheap enough to operate in multiple parallel fashion, and capable of being operated at sea or ashore. Development work along these lines has been in progress for about two years.

Skin-off

In the Spring of 1976 the White Fish Authority and Torry Research Station carried out processing trials at Stornoway in the Outer Hebrides, using Areco and Baader filleting machines.

Although the Areco machine, a modified CIF/CIS herring block filleter, did the work well, the performance of the prototype Baader 121 machine was encouraging. However, it did not produce satisfactory single skin-off fillets, and these are what are needed for laminated blocks suitable for making fish fingers or portions.

During the remainder of 1976, the Baader company, at its factory in West Germany, proceeded to modify the prototype 121 machine to improve its performance for the next season's trials. Nordreco/Findus, meanwhile, continued with development work on their Areco SFA processing line incorporating the CIF/CIS machine, this being aimed at processing

THE prospects for blue whiting making its mark on British markets are looking good. This report from the White Fish Authority reviews the progress of development work to date and points out some of the problems still to be overcome.

thawed sea-frozen blue whiting.

In parallel with this work, the WFA Market Development Unit continued with its blue whiting acceptability trials in different sectors of the catering market. A series of nine public consumer testings, involving two thousand housewives, was also completed and analysed.

The results from these trials to date point firmly to the fact that blue whiting is widely acceptable among consumers and that its catering potential fully justifies expenditure incurred in the development of processing machinery and techniques of handling.

Following modifications to the Baader 121 filleting machine it was again lent to the WFA for further processing trials in the Spring of 1977. The main purpose of the trials, which were again held in the Rolf Olsen factory at Stornoway, was to complete the development of the Baader machine and to produce fillet material for evaluation.

It was originally planned to start the trials in late February and continue until early June, allowing approximately five weeks for development of the Baader machine and six weeks for production. Unfortunately, however, the Baader machine (the only one in existence) was not available until the

end of March and then, in mid-May, had to be released to the German High Seas Fisheries Institute for evaluation on the research vessel *Walther Herwig*. Only eight weeks were available for the trials.

Surveys

Both vessels were also engaged in survey work and exploratory fishing, particularly during the early part of the trials when relatively small quantities of fish were needed for machinery development. However, exceptionally bad weather and mechanical breakdowns considerably hampered the trials in the first few weeks.

Because of these supply problems the later contracted the pair team *Vigilant* and *Bow* (Skippers: W. and A.

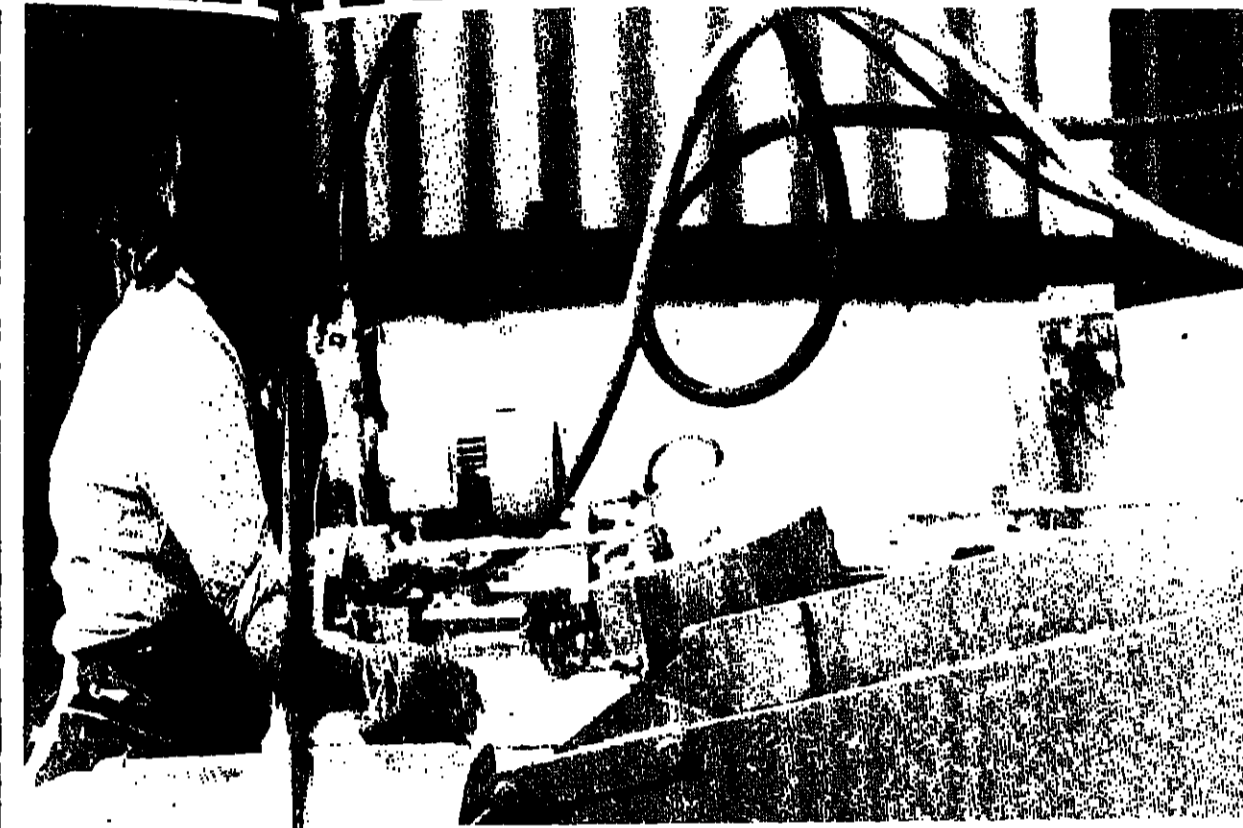
Below: *Pathfinder* heads into the sea, with a search for the machine. The 88 ft. purse-boat, *Pathfinder*, was chartered by the WFA to land blue whiting at Stornoway at the beginning and middle of each week.

September 30, 1977

September 30, 1977

FISH HANDLING, processing and marketing

BLUE WHITING: 'WE'RE WINNING'



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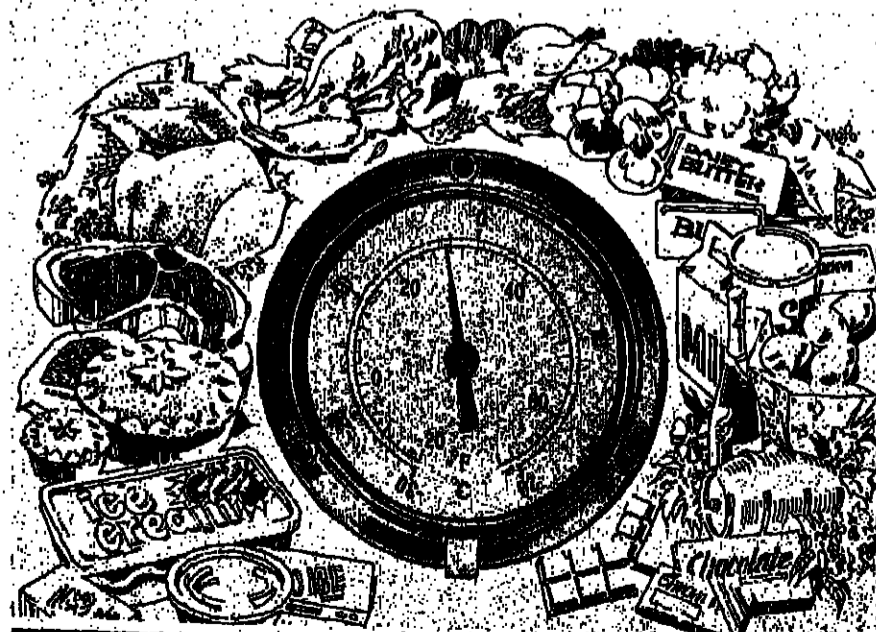
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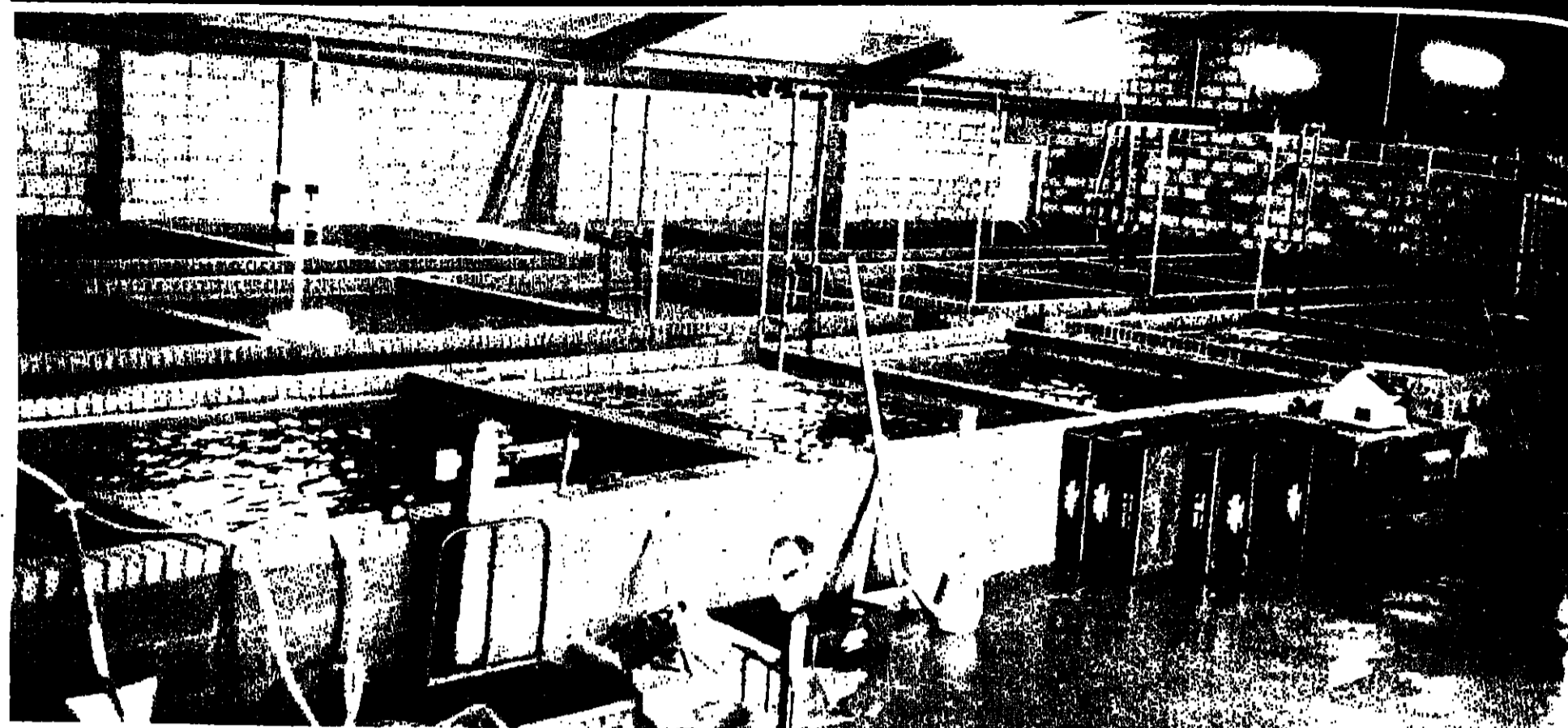
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FISH HANDLING, processing and marketing



Lobster ponds boost export prices

EARLIER this summer one of the country's largest and most sophisticated lobster storage plants began operations near the small Fife village of Crail in Scotland.

With capacity to store 24-tons of live lobsters, Homlob Ltd. is able to offer fishermen consistent prices and maintain a continuity of supply to Continental outlets.

Managing director Mr. Robert C. Wilson told *Fishing News* that the factory is perhaps the largest unit of its type in the UK and is certainly the most complex.

Explaining the advantages of lobster storage Mr. Wilson said: "Most buyers have to send live shellfish abroad straight away because they are unable to store it. Big Continental firms with

storage facilities buy up UK supplies when they are cheap and then sell expensively.

"If the UK had more storage installations it would bring bigger profits into the country."

"Lobsters must be stored and transported live because they fetch by far the best prices on the Continental markets."

Fife is an ideal place in which to store shellfish as the seawater is pollution free and has a good standard of salinity, Mr. Wilson added.

Facilities at the plant allow water in the storage tanks to be maintained at a low temperature and its oxygen supply at a high level, so that lobsters can be stored over a period of months in order to stabilise supply. The factory is also well placed in relation to airways and good roads.

Lobsters are bought from all over Scotland, with some of the heaviest supplies coming from the West Coast and Fife. Smaller quantities are also bought from a few English ports including Whitehaven and Portsmouth.

Big demand from the Continent has enabled the firm to give the fishermen good prices.

Although Homlob buys on the open market, a number of vessels are landing regularly for the firm including six or seven in Fife.

Landings per boat per creel have been heavier in the Fife area than off the West Coast recently, but Mr. Wilson says that there appears to be no shortage of lobsters in Scottish waters.

Homlob is taking supplies from two big well-boats from the Channel Islands now landing at Peterhead. Able to fish well out in the deep water for the really big lobsters, these vessels stay at sea for a fortnight or so.

Homlob Ltd. is the result of some two years planning by its directors and workers are drawn from the local area. Two other directors, Mr. Peter Hill and Mr. Robert

Aspinall, both from London, are also involved in the venture with Mr. Wilson.

Mr. Hill is concerned with the export side of the business and Mr. Wilson is mainly involved with the running of the factory.

The premises are set on a two acre site where there is ample room for future expansion.

Some 36,000 gallons of seawater are circulated through a reservoir and the 24 individual storage tanks. As the water is pumped up from the sea at a rate of 600 gallons per minute, it can be completely changed at each high tide.

Sophisticated machinery also allows the oxygen supply in the water to be maintained at a high level. The building itself is well insulated and hygienically designed to keep lobster diseases, which occur at a high temperature, to a minimum.

Building work was by the local firm of McDougall, and all pipework in the plant was supplied by William Rutherford.

Robert C. Wilson, managing director of the Crail firm Homlob.



Homlob Ltd.'s lobster ponds can store 24-tons live. The firm's managing director, Robert C. Wilson, says new ponds should be set up in the UK as continental firms buy lobsters at low prices and store them to make a profit.

ford of Perth. Three Golden pumps are electrically driven but can be powered from a Lister diesel engine in the event of electrical failure.

Although lobsters are the mainstay of the firm's activities, it also handles other shellfish.

Currently, big supplies of winkles are being bought weekly from hand pickers in Scotland and meet keen demand from France, Spain and Holland.

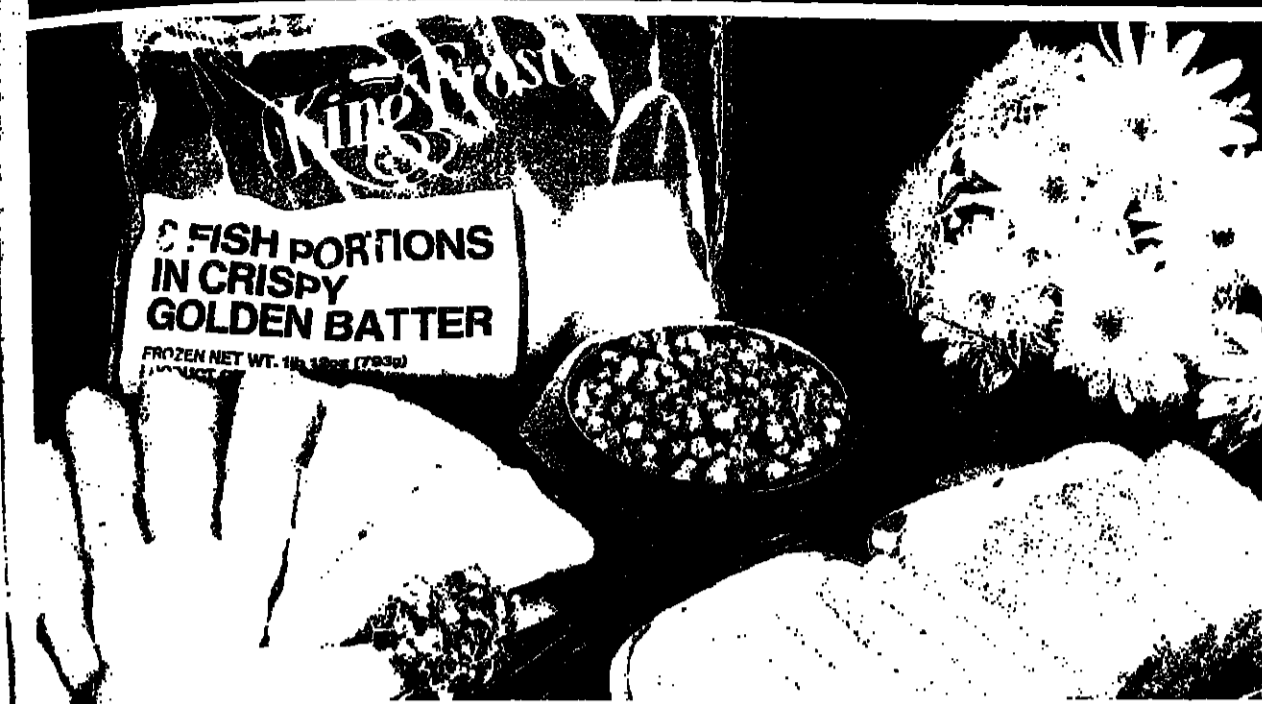
Crabs are supplied to the Inverberrie processing plant of Highland Seafoods Ltd. Lobsters are sent mainly to France, Belgium, Norway, Germany, Holland and Spain.

Frozen mackerel can also be stored at the factory for use as bait by the lobster fishermen.

The Glenrothes firm of ESR Refrigeration supplied the refrigeration units, and Homlob also plans to freeze lobsters as there is occasionally a good market for them.

Although lobster freezing is not carried out extensively in the UK, the firm has been asked by some of its customers to supply a few tons.

FISH HANDLING, processing and marketing



FISH FIRMS AT FESTIVAL

Exhibition focus

NINE major frozen fish firms will be exhibiting at this year's Frozen Foods and Freezer Festival to be held at the West Centre Hotel in London from October 2-5.

Sharon Evans, one of the organisers from Eagle Exhibition Consultants Ltd., said: "The festival is an expression of confidence by the frozen food industry. We hope it will help attract a lot of people to frozen food now it is recovering from a period of difficulties in supply and marketing."

Ross Foods Ltd. will be displaying a "Money-saver" stand with menus showing ways of keeping meal costs down. It will also be showing a new idea called the Ross Fish Shop, which aims to introduce traditional fishmonger choice into supermarkets. It will be packaging frozen fish fillets in the same way as supermarkets pack meat.

Although lobster freezing is not carried out extensively in the UK, the firm has been asked by some of its customers to supply a few tons.

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Although lobster freezing is not carried out extensively in the UK, the firm has been asked by some of its customers to supply a few tons.

Set for a launch: Young's Batter-Crisp Cod Portions.



Fair aims to go world-wide

FISH will be prominent at the International frozen food exhibition and conference to be held in London next June.

The exhibition organised by Graham Kemp Associates and Industrial Newspapers Ltd., is the first of its kind.

There will be a one-day session on fish and its effect on frozen food supplies.

The exhibition will be held at Olympia from June 25-29 and there will be a conference with over 600 delegates from USA, Europe and the Far East running in conjunction with the exhibition. The conference will be at the Royal Lancaster Hotel.

"It will provide a unique chance for people connected with the frozen food business to see, and learn about world wide developments in the frozen food industry."

"We hope it will be a success and with 2/3 of the 5,000 sq. meters at Olympia already spoken for it looks hopeful," said Mr. Kemp.

"As well as the day given to fish at the conference there will also be a half-day workshop showing the importance of the fishing industry to the frozen food industry, and how they can help each other."

By early September, more than half the ground floor space at Olympia was reported sold.

Further information about the exhibition and conference can be obtained from Food Focus Ltd., Queensway House, 2 Queensway, Redhill, Surrey, RH1 1QS.



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FISH HANDLING, processing and marketing

TOP SEINER TAKES ICE PLANT TO SEA

THE 80ft. seiner *Argonaut IV* skippered by Davis Smith of Anstruther is the first Scottish seiner to be fitted with a fishroom refrigeration system and flake ice makers from Promac of Holland.

Skipper Smith has fitted the equipment because he believes that quality of the catch will become of even more paramount importance as fish become scarcer. Also, he will be able to operate independently of shore-based ice plants.

Main contractor for fitting the equipment was the St. Monans boatyard of James N. Miller and Sons, now part of the Merseyside firm of McTay Marine.

The work has been done under the guidance of Mr. G. J. Monaghan, sales manager with Morep Ltd. of Halifax, Yorkshire.

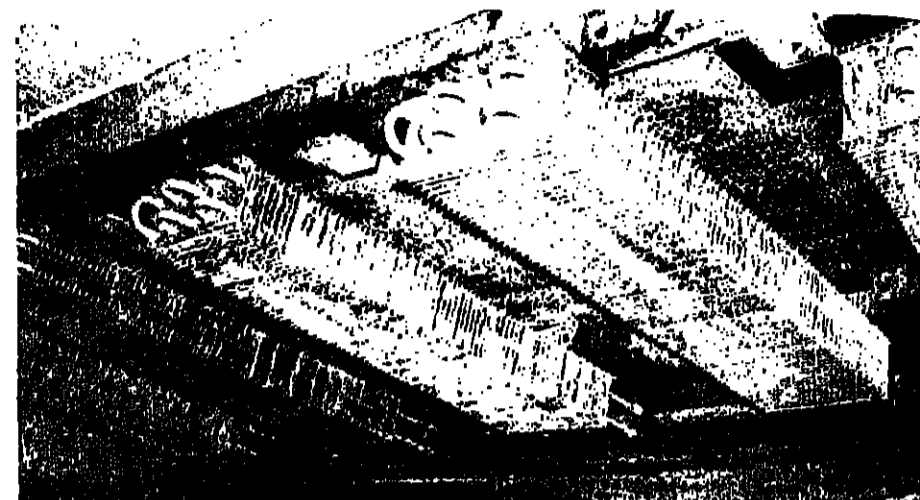
The refrigeration system incorporates 16 cooling evaporators to maintain the fishroom at a temperature of 2 deg. C. even in Summer.

Flake ice

Two ice makers are mounted port and starboard in the fishroom and each can make at least one-ton of flake ice per 24 hours from fresh or seawater.

Power for the compressor, which is fitted in the engine room, is provided by the boat's existing 110V electrical supply. The refrigeration system and the two ice makers can be operated simultaneously or independently.

No major alterations to the fishroom were necessary as it is already insulated on sides, deckhead and bulkheads, foam lined with aluminium sheet. The floor is concrete.



Tube Cooling evaporators to maintain the fishroom temperature on *Argonaut IV*.

The White Fish Authority and Roy Curtis, from the Industrial Development Unit at Hull, will sail with *Argonaut IV* on her first fishing trip with the equipment to carry out fish storage temperature tests. He will visit the boat regularly to follow her progress and, at the end of six months, the WFA will prepare a report.

Miller of St. Monans, under yard manager Alec Stephenson, has handled the plumbing and carpentry work in fitting the equipment. Engineering and electrical work has been done under sub-contract to Miller by Richard Christie and Co. and R. R. Bett and Sons.

Refrigeration engineering was handled by Morep's service engineer in the north-east of Scotland, Charles Tait, together with Promac engineers flown from Holland specially to commission the plant.

The cruiser-sterned and steel-hulled *Argonaut IV* was built last year by Campbelltown Shipyard and, during her first 12 months of fishing, she landed catches worth over £400,000. She fishes in the North Sea and

lands the bulk of her catches at Aberdeen.

Promac ice makers and fishroom refrigeration equipment are also being fitted to the former Aberdeen trawler *Mount Royal*, now having a major refit in Peterhead for her new owners David and Albert Reid.

Ordered

A refrigeration system has also been ordered for an 86 ft. wooden-hulled trawler under construction at the Sandhaven yard of J. and G. Forbes and Co. for Skipper Tom Ferguson of Eire.

Owners in Newlyn, Cornwall, have placed an order for a refrigeration system for an 83ft. long liner and trawler from the McTay concern.

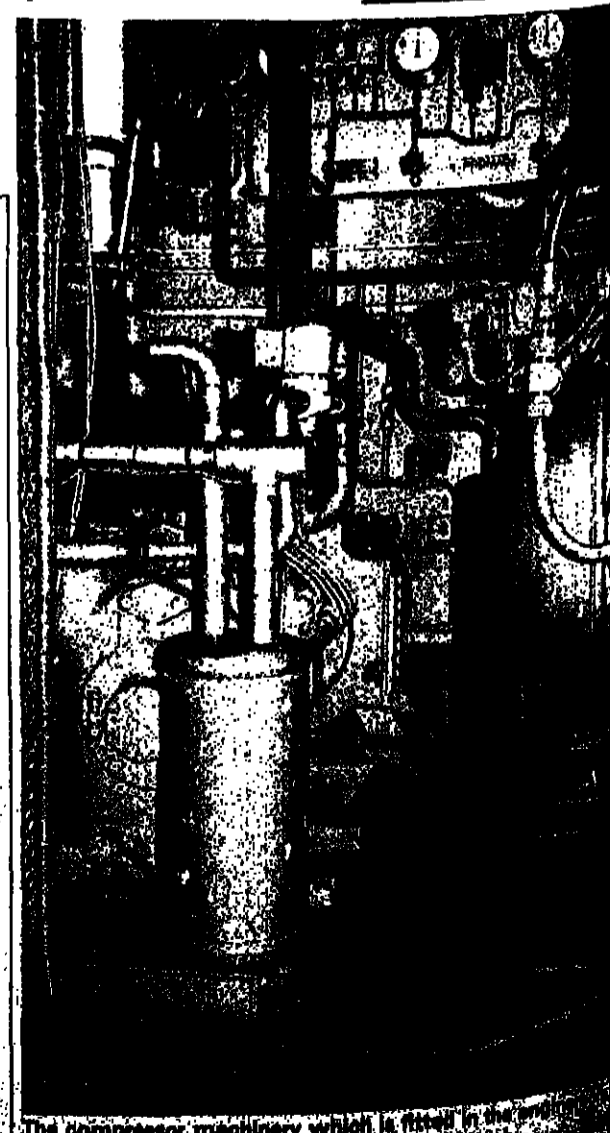
Morep says that other skippers are seriously interested in both the fishroom refrigeration and ice making systems.

Wasteful fishing

SHRIMP fleets working in the Gulf of Mexico are discarding by-catches which are equivalent to the total Mexican fish landings. Now an FAC project has been set up to find ways of using this wasted fish, in conjunction with South American countries.

Some of the work done so far indicated that this by-catch is suitable for the production of soluble fish protein concentrates, which could be incorporated in human food and animal feeds. Experiments are also taking place with on-board fish meal and oil plants.

Work has also been done on the salting of mixed fish to help in problems arising from the mix of the catches.



The compressor machinery which is fitted in the engine room is powered by the boat's 110V electrical supply.

FISH HANDLING, processing and marketing

New system cuts costs and time product line

THE productivity of white and smoked frozen fish packaged by Rose Forgrove's has increased four times over. Annual throughput is almost 1000 tonnes, for the use of G. Law (FC) Ltd.

The benefit for the Scottish company comes in switching from hand filling pre-formed pouches to the new automatic system. Besides the sharp rise in productivity the change has also eliminated a labour-intensive task and brought about a saving of two-thirds in the labour used for the job.

The manual line employed nine girls, now only three are needed. In addition to cutting labour costs the RF 350 has also helped to overcome the difficult problem of obtaining labour in a North Sea oil town. Another advantage is that the individual pack cost of the new system is half that of the pouch line.

Law, who describe the economies of the new system as 'exceptional', say the new presentation is markedly better and that production is

non-stop apart from changing price and ticket.

The system consists of the RF 350 which is linked via a 'Y' type conveyor to a pair of Berkel weighers. Two Berkel machines are essential to pace the RF 350, which at 75 packs a minute is running at about two thirds of its capability. The weighers automatically calculate the price of the contents, which vary in weight from between 7 to 14 oz, and then print and fix a weight/price label to the pack. The wrapped trays are alternately diverted to each of the weighers by a sensing device.

Then they are loaded with fish for blast freezing and brought to the RF 350 for wrapping. The machine transports them into a tube of wrapping material, formed

inside a folding box. The edges of the tube are fin-sealed together on the base of the pack, and a rotary crimp head seals the tube between the products and separates the packs. The result is that the contents are seen clearly at the point of sale, as the top surface is unobscured. From the delivery end, the wrapped trays are collated, placed in outers and held in cold store for despatch.



The new fish packing machinery at Rose Forgrove Ltd.



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Wet-fish shop on wheels



THE first of a number of glassfibre insulated and mobile wet-fish shops (above) have just been completed.

The vehicles, built for Island Trawlers Ltd., by Wilston and Co., of Solihull, West Midlands are to enable the easy sale of wet-fish.

They are mounted on a Leyland Sherpa chassis cab and fitted with a wheelbase extension.

Each have customer entry doors and serving counters, with a large unit.

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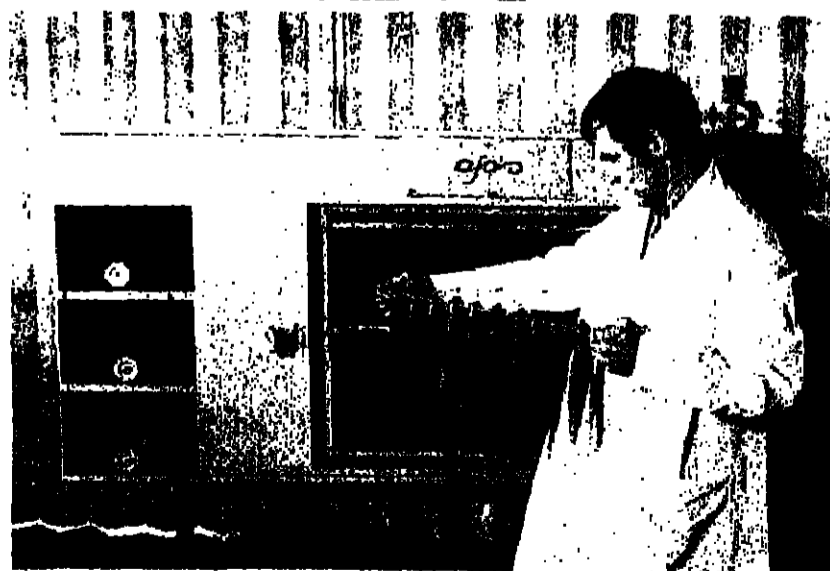
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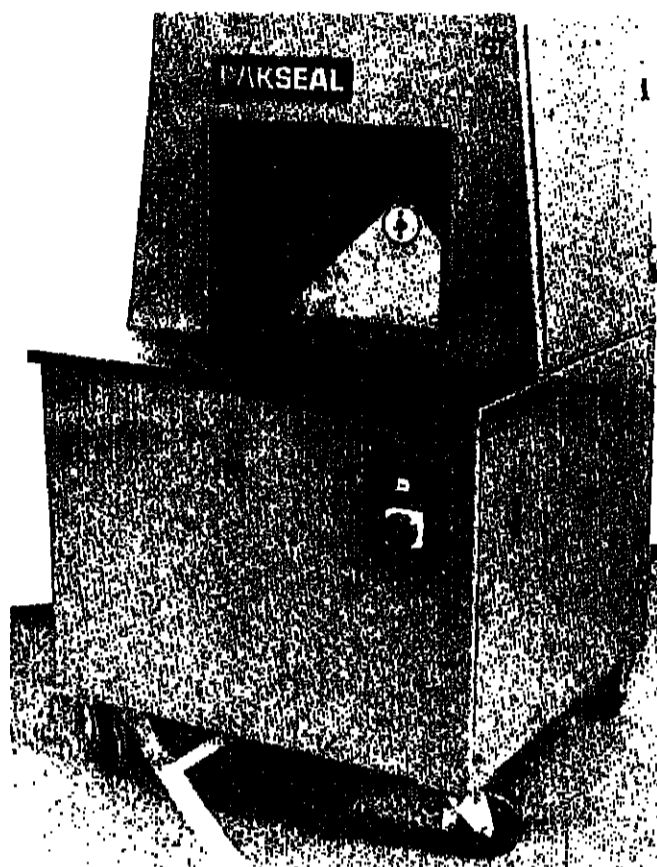
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NEW STRAPPER

Product line



The new Pakseal Rotant Marine.

A NEW version of the well-proven Pakseal Rotant fully-automatic strapping machine, has just been introduced to the U.K. by Pakseal Industries Ltd., Maidenhead, Berkshire.

Known as the Rotant Marine, it was developed originally for use in the French oyster industry and more than 40 machines are now in operation on the Continent in various branches of the marine food packing industry.

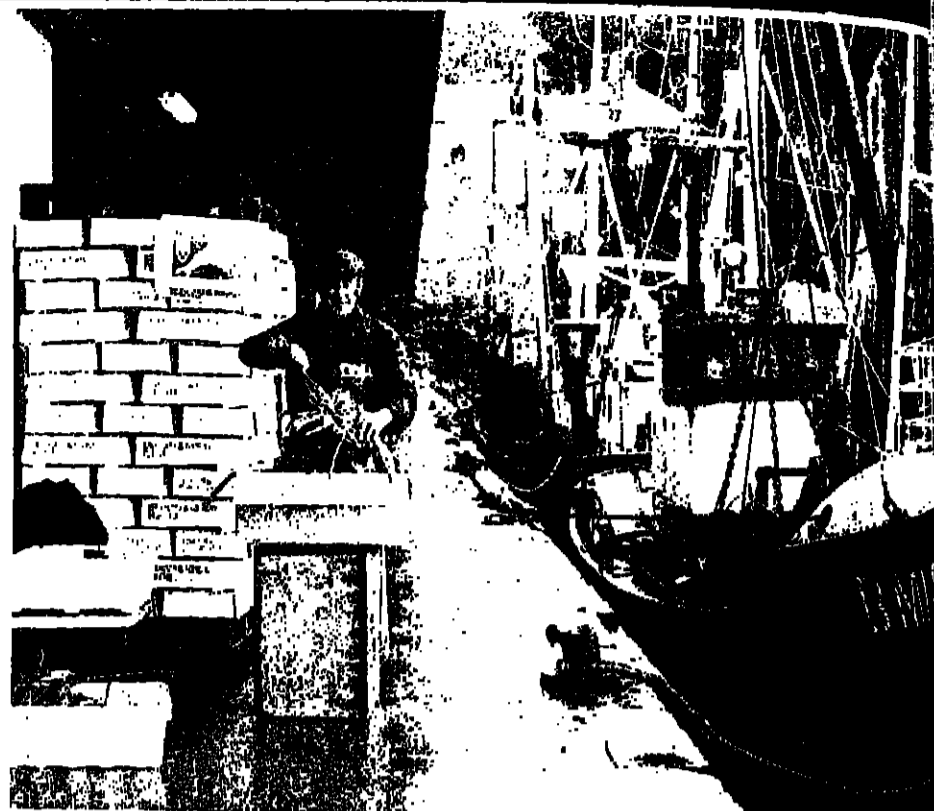
Operating from single-phase supply, the Rotant Marine is a compact and portable machine with a total of only 600-lb. All electric parts are in a completely water-tight compartment, and throughout the machine materials which will withstand the corrosive effects of salt water have been used.

The sealing mechanism, is, chromed and many other components have a protective plastic coating.

Automatic

The machine uses a 6mm. or 9.5mm. polypropylene strapping material, which is automatically placed and tensioned around the pack before being secured by means of a strong heat seal.

It has an operating speed of up to 44 straps a minute, depending on pack size, and can be provided with foot or knee operated controls to activate the strap application, tensioning and sealing mechanisms.



LIVE SHELLFISH BOXES

DEVON fishermen are using Bowater solid fibreboard cases to pack live shellfish for export to France and Belgium.

Each case holds up to 56lb. of lobsters, crayfish or crabs packed in layers of straw.

The fibreboard boxes are delivered flat with side-stitching only from Bowater's Containers Summerstown plant to Brixham and Torbay Fish Ltd. the fishermen's co-op. The case bottoms are stitched, the live cargo packed and the tops tape-sealed on the fish quay.

Sealed packs are air-

freighted to the French market from Exeter, or shipped from Plymouth to Roscoff, Brittany, and onward throughout Northern and Western France. Exports to Belgium land by insulated road transport to Dover and are shipped across to Ostend.

'Fresh gloves'

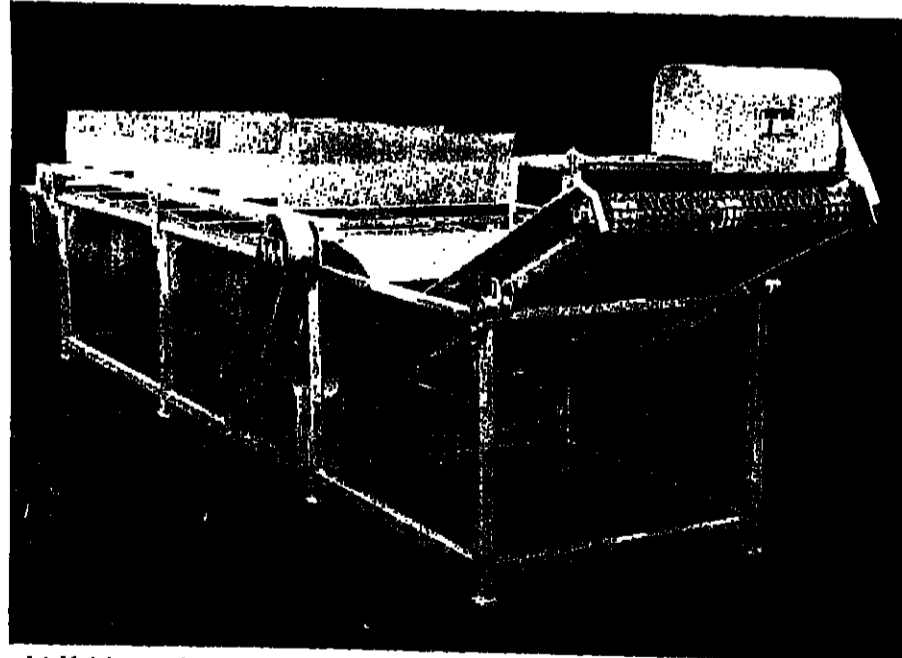
A NEW deodorant which claims to prevent the formation of odours inside industrial gloves is now in use.

'Actifresh', is being used in the production of industrial PVC gloves supplied by the British firm of John Ward & Sons (Stourbridge) Ltd.

Produced by British Sanitized Ltd., in Leicester, this bacteriostat and fungistat deodorises the insides of gloves, and if the gloves are to be used by more than one person it reduces the chances of infection caused by germs and skin infections.

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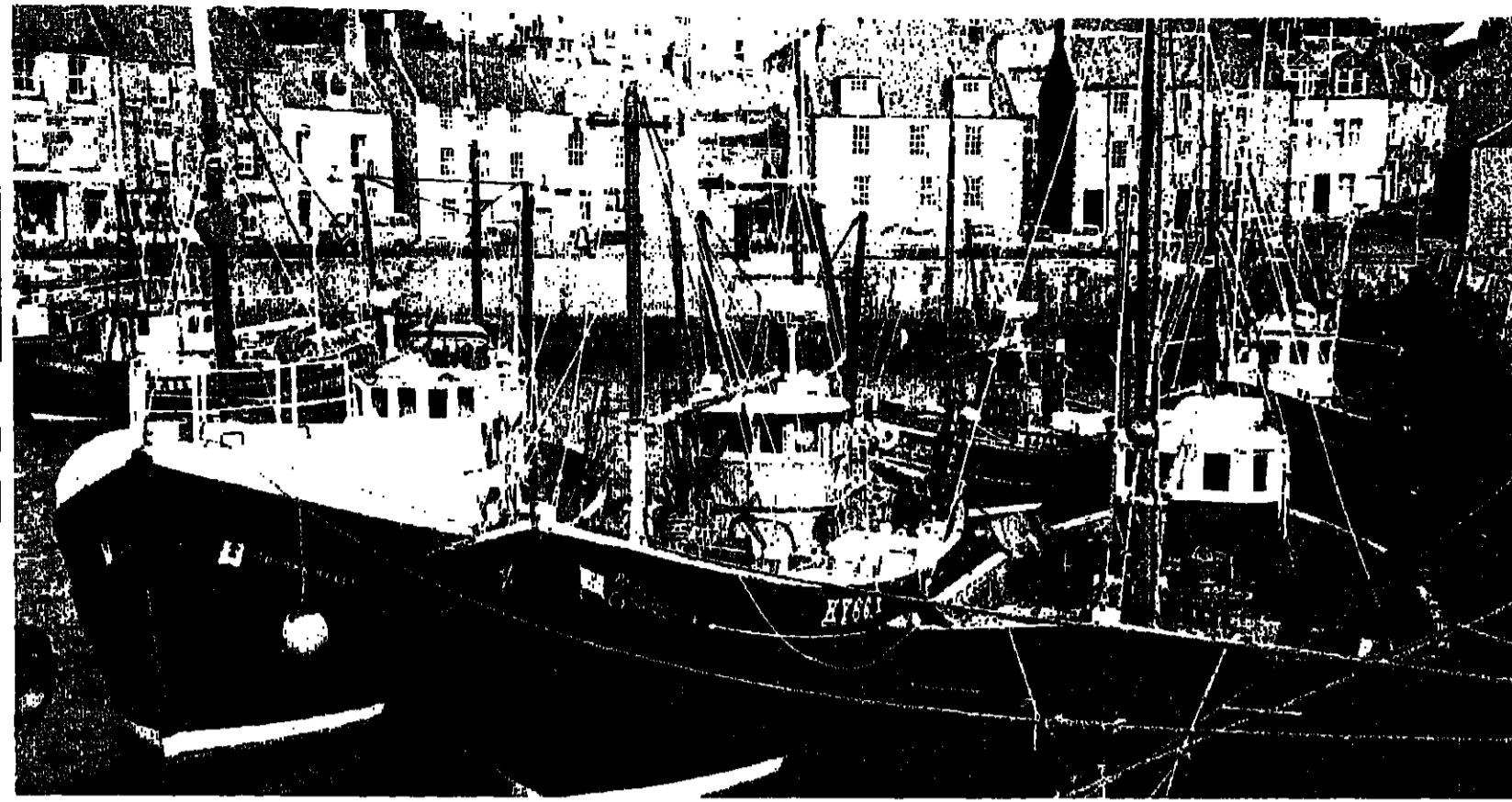
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Above: prawn boats tied up at Pittenweem. These vessels work overnight and land their catches in the morning. Below: Skipper Bill Boyter, one of the port's leaders.

three to four to the pound in weight, but the majority are so small that about half the catch has to be put back overboard.

Skipper Bowman, who is vice-president of the Pittenweem Fishermen's Association and the Firth of Forth Fishermen's Association, pointed out that shrimps do not like to land prawns that are any smaller than a count of 25 to the pound.

Costs

Most of the prawn boats are doing very well, even though operating costs have increased enormously.

Built by James N. Miller and Sons of St. Monans 18 years ago, the 53ft. *Integrity* is powered by a 114 hp Gardner engine and is typical of vessels in the prawn fleet, which is largely composed of lower-powered wooden boats in the 40 to 55ft. range.

There are two or three more modern prawn boats of unconventional design.

One of these is the 50ft. steel stern trawler *Adrian* built in 1970 by Campbelltown Shipyard for Skipper David Tod. Powered by a 179 hp Cummins engine and equipped with a combined winch and net drum, she is working the prawns with a bobbin trawl to enable her to fish on the more broken ground.

Skipper Tod said that although this allows the boat to find some of the bigger prawns the net is more easily damaged.

Prawn boats work overnight and land every morning and the grounds extend from South and East of May Island to well up the Firth of Forth.

Crew

A local byelaw permits boats of less than 55ft. overall to trawl for prawns well along the South side of the Firth as far up as Leith.

As the prawns do not have to be tailed, the boats can work with a crew of only three or four.

Some 15 vessels in the 50 to 60ft. range concentrate on bobbin trawling for white fish.

Bobbin trawling was introduced to Pittenweem in the early 1880s by Skipper David Dick and the 114 hp wooden boat *Flora*. This vessel gained popularity as the prawns became plentiful on the local seine net grounds. In keeping with the need



for stouter and more powerful boats able to work the trawl more effectively, almost all the vessels in the present fleet have been built during the last five or six years.

One of the largest is the 60ft. steel vessel *Ocean Herald 11* built in 1975 for Messrs John McBain Snr. and John McBain Jnr. Powered by a 300 hp Volvo engine she is fitted with a full range of hydraulic gear handling machinery including split trawl winches, net drum, power block and seine winch.

She was the second vessel to be completed by the two-ward partnership of McTay Marine of Merseyside and James N. Miller and Sons of St. Monans, with McTay building the steel hull and Miller handling the design and fitting out work.

Almost all the other bobbin trawlers are wooden vessels and many were built by Miller of St. Monans or by Gerrard Bros. of Arbroath.

During the early days of bobbin trawling from Pittenweem, the boats rarely worked more than 60 miles from port but now an increasing scarcity of fish is causing them to push further

continued overleaf

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86 foot Stern Trawler

26' Beam x 12'-3" deep.

Engine situated forward or aft up to 1000 B.H.P. with C.P. propeller and nozzle. Fishroom lined with G.R.P. up to 145 cu. m. In addition there are three sea water tanks fitted midships up to 70 cu. m. Accommodation in forward shelter deck for up to 8.



115 foot Shelter Deck type Trawler

28'-8" Beam x 12' deep to main deck.

Engines situated aft up to 1400 B.H.P. with C.P. propeller and nozzle. Fishroom lined with G.R.P. up to 220 cu. m. Enclosed working area under shelter deck for gutting, freezing machines, etc. Accommodation forward for 15.



86 foot Part Shelter Deck Seiner

Forward shelter deck forms a complete enclosure for accommodation and working. All deck gear including rope reels and power block situated aft of shelter deck. Beam 24'-0" depth 12'-8". Engine situated aft up to 850 B.H.P. with C.P. propeller. Fishroom lined with G.R.P.

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From Page 25.

out. An average catch for three days work on the more distant grounds amounts to some 200 boxes of haddock and whiting.

Until recently the majority of skippers preferred to sail back to Pittenweem with their catches, but this year a new trend has begun to develop.

Some of the boats which have been working as far North as the Turbot Bank off Aberdeen and as far out as the Swathway some 140 miles ENE of Pittenweem, have been landing regularly at Aberdeen. This has brought about a dramatic drop in the amount of white fish coming into Pittenweem.

Unofficial figures show that up until the end of August this year, just short of 39,000 cwt. was put ashore as against some 51,000 cwt. during the same period in 1976.

Shortage of fish on the Pittenweem market has pushed demand so high that the value of white fish landings during the first eight months of this year amounts to some £784,000 showing a slight increase over the

PITTENWEEM

£743,000 during the same period in 1976.

Opinion as to whether or not this situation is beneficial to the fleet remains divided.

Although those working from Aberdeen are faced with higher landing costs, they economise on fuel and benefit from proximity to the grounds. Also demand for fresh fish is generally good in the north east Port.

There are also some who think that prices at Pittenweem could fall below those at Aberdeen if boats landed at home regularly. Others argue that demand at Pittenweem would remain high even if all the boats were fetching their catches home.

Certainly those which have landed at Pittenweem this year have benefitted from the extra keen demand and even small haddock has not fallen below some £18 a box.

With the approach of winter, however, some of the

trawlers are working more locally and are landing at home as the supply situation is becoming less erratic.

Local buyers have been severely hit by the scarcity and on occasions have bought extra supplies from Aberdeen and Peterhead at prices less than they were having to pay at home.

Mr. George Gourlay, a director of David Garrard, wholesale fish merchants, told *Fishing News* that buyers were lucky this year if there were 700 boxes of fish on the Pittenweem market, whereas in former years as many as 1,400 have been landed in one day.

Hawkers

Although there are two or three wholesale firms which buy locally, Pittenweem is essentially a 'hawkers' market.

Some 20 to 30 small local merchants buy amounts of

fish varying from three to four boxes up to 15 or so for retail outlets all over the central belt of Scotland as far afield as Glasgow, Dundee and Edinburgh.

David Garrard is the largest wholesaler and sends supplies south to Hull and Grimsby. It is a family owned business which has half shares in five local boats and also operates a chandlery business.

At one time, seine netting was the chief method of white fish catching from Pittenweem, but now only two or three seiners are fishing full time and one or two more carry it out for part of the year.

Although in the summer some of the seiners work further afield, the 'Wee Bankie' 20 miles East of Pittenweem is a popular ground. Skipper Tom McBain of the seiner *Ocean Hunter II* said that this is a good spot for plaice but they are getting smaller and less plentiful.

An average catch for a seiner on the Wee Bankie was 40 boxes a day of which about half will be plaice, he added.

Good Design II (Skipper John Watson) has fished as far out as the Dogger Bank and the North West Rough and has landed sometimes at home and at other times in North Shields. She has now switched to trawling for the winter.

She has just been fitted with a set of Rantine seine rope reels. Skipper Watson said he has chosen these to enable the boat to carry both seine net and trawl gear.

The reels are fitted on the port side to balance the weight of the trawl gear on the starboard side.

Drift net fishing for herring is virtually a thing of the past among Scottish vessels, but Skipper Alec Hutt of the prawn boat *Paragon III* actually worked this method as recently as last year.

He bought his present boat second hand from Eyemouth early last year and spent the summer drift netting from North Shields and the Isle of Man, although he said that herring was less plentiful than in former years.

With his previous boat *Paragon II*, Skipper Hutt had

Co-op

Shore facilities are in general very good for the fleet. Catches are sold by the Fishermen's Mutual Association (Pittenweem) Ltd. which is a co-op founded in 1948 and now has a total of 43 boats on its books.

Manager Mr. William Hughes told *Fishing News* that the Association supplies boxes and fuel and handles marine insurance.

The FMA also runs a chandlery department and Mr. Hughes said that any made by J. and W. Stewart

Musselburgh seem to be very popular with the fleet.

Pittenweem Ice Ltd., opened five years ago, is owned by 40 share holders including fishermen and merchants.

The plant utilises York and Atlas ice makers. A heavier power cable has just been fitted so that all the equipment could work simultaneously if required, and produce 40-tons of flake ice daily.

Other firms in the area which cater for the fleet include: fuel oil suppliers Bass Rock Oil Co.; engineers Richard Christie & Co.; electricians R. R. Bett and Sons and McKenzie Electronics.

A consortium of fishermen and shore personnel have bought the Dundee engineering firm of Graham Ferrier which was recently put up for sale. This firm makes drive systems for winches and fishermen wanted the firm to stay in the fishing industry to maintain a supply of spares.

Skipper David Tod, who is chairman of the new company, said that the firm plans to set up an advance factory in Anstruther and hopes to open an agency for rope reels and to generally expand its facilities for fishing vessels.

Addition

St. Monans is well known as being the home of the centuries old boatbuilding and engineering firm of James N. Miller and Sons Ltd., which has recently been acquired by the Merseyside firm of McTay Marine Ltd.

A new £100,000 slipway has been completed at St. Monans to provide a much needed repair and overhaul facility for the local fleet.

Miller is now fitting out the 78ft. steel seiner-trawler *Ocean Triumph II* for Skipper Ian Murray of Pittenweem.

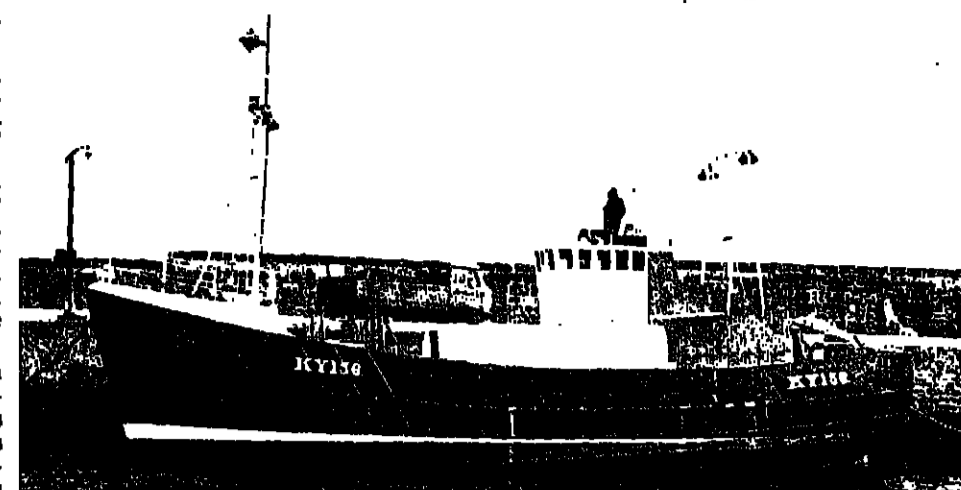
Skipper Murray is one of a number of fishermen from Pittenweem, Anstruther and St. Monans who rarely, if ever, land their catches in Pittenweem.

The majority of these skippers own larger vessels which work from Aberdeen or North Shields all the time.

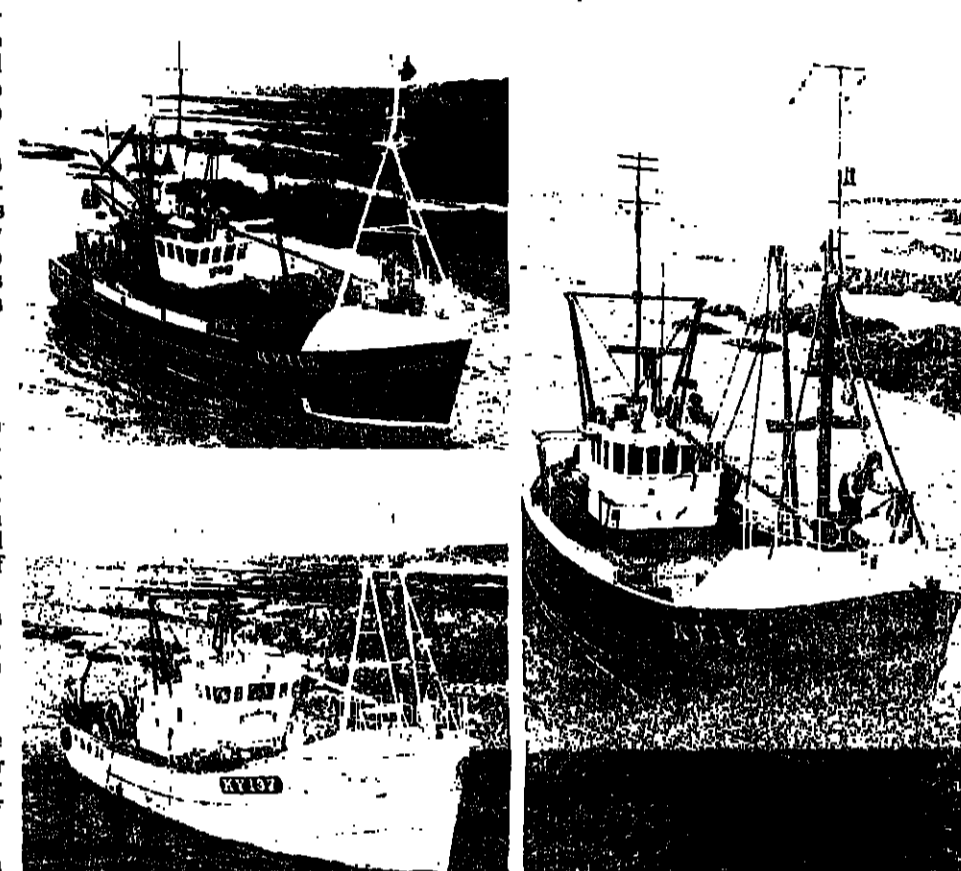
Those based in Aberdeen catch seine netters in the 5ft. class and great line boats in the 100ft. size range.

Among the boats owned by Pittenweem skippers and based in North Shields are *Sedulous* (Skipper Robert McBain), *Emulate* (Skipper Andrew Wise) and *Ina* (Skipper James Fleming).

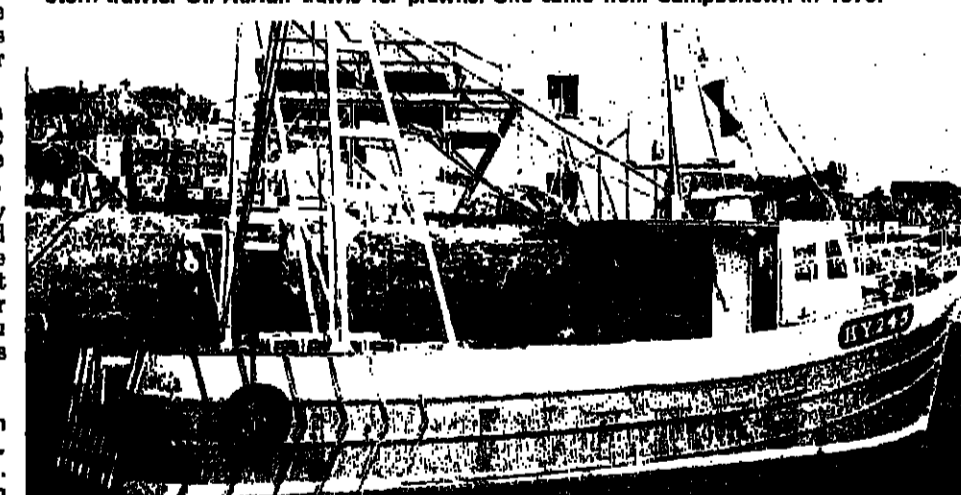
Below: a typical Pittenweem prawn boat is *Incentive*, skippered by Charles Bowman. She was built at Fraserburgh in 1966.



Fitting out at the Miller yard in St. Monans is the 78ft. steel seiner-trawler *Ocean Triumph II* for Skipper Ian Murray of Pittenweem. Her steel hull was built on Merseyside by Miller's parent company, McTay Marine. Skipper Murray in one of a number of five skippers who own bigger vessels and normally fish out of North Shields or Aberdeen. Below left: *Good Design II* (Skipper John Watson) grossed over £100,000 last year.



Above left: the 60 ft. *Ocean Herald II* is one of the larger vessels based at Pittenweem. She was built by Miller and McTay in 1976 for John McBain Snr. and John McBain Jr. Above right: Skipper David Dick's *Refloresco* is 54 ft. long and was built at Arbroath in 1967. Her skipper introduced bobbin trawling to Pittenweem. Below: Skipper David Tod's 80 ft. steel stern trawler *St. Adrian* trawls for prawns. She came from Campbeltown in 1970.

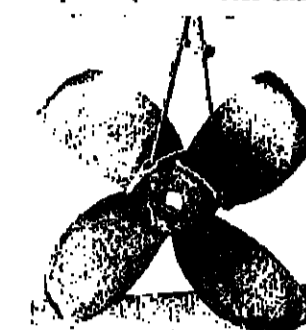


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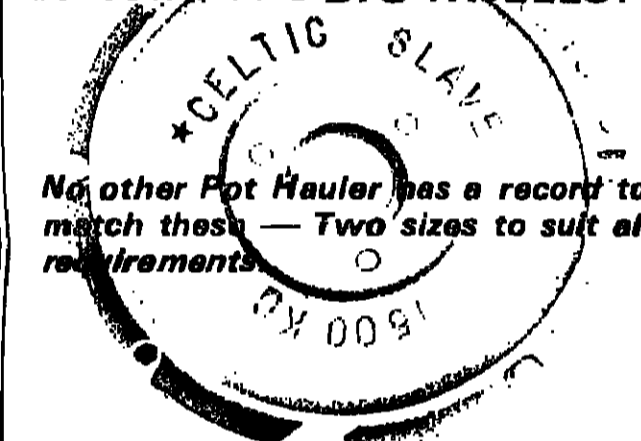


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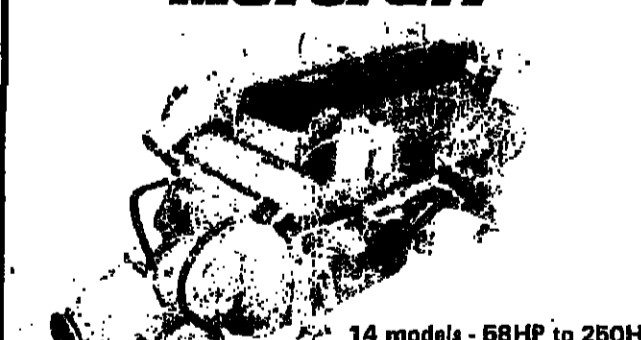


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Above left: headquarters of the Fishermen's Mutual Association (Pittenweem) Ltd. The firm, set up in 1948, has 43 boats on its books and acts as a co-op selling catches.

Above: the new slipway has been a boon to local fishermen. It is run by the Miller yard and cost £100,000.

Skipper Alec Hutt's prawn trawler *Paragon III* (left) worked herring drift nets from North Shields and the Isle of Man last year. *Kerrigan* (below left), built at Tollesbury, Essex, about nine years ago, was bought secondhand from Weymouth, on the south coast, by Skipper Ian C. Murray.



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FINA

Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

Distant water
£48,108: Ross Ramillies, BUT (Sk. R. Pepper), 1,805 k, BI/NC, 26 days.
£40,861: Vianova, BUT (Sk. E. St. Pierre), 1,289 k, WI/BI/NC, 27 days.
£38,436: Vivaria, BUT (Sk. J. Gilby), 1,109 k, NC, 24 days.
£36,963: Northern Reward, BUT (Sk. W. Harris), 1,096 k, NC, 25 days.
£25,753: Notts Forest, Consol (Sk. G. Russell), 748 k, WS, 28 days.
£24,947: Ross Kharout, BUT (Sk. K. Westcott), 809 k, BI/NC, 27 days.

Middle water

£36,405: Ross Cheetah, BUT (Sk. T. Ross), 1,085 k, W, 15 days.
£31,951: Ross Juno, BUT (Sk. J. Waddingham), 870 k, W, 16 days.
£22,151: Yesso, Taylor (Sk. D. Venney), 814 k, W, 16 days.
£21,116: Ross Leopard, BUT (Sk. J. Brown), 1,407 k, W, 15 days.

North Sea

£11,991: Lovedon, Lindsey (Sk. G. Ireland), 336 k, NS, 14 days.
£8,063: Tom Grant, Lindsey (Sk. R. Sinclair), 226 k, NS, 14 days.

Selkies

£7,883: Esme, Sleight (Sk. J. Howard), 240k, NS, 15 days.
£7,805: Foursome, Sleight (Sk. G. Cooper), 182k, NS, 12 days.
£7,731: Helen, Mona, Richardson (Sk. A. Svendsen), 241k, NS, 15 days.
£7,667: Dorny, Danbrit (Sk. P. Sorensen), 182k, NS, 15 days.
£7,236: Glenda, Richardson (Sk. F. Wintain), 268k, NS, 9 days.
£6,581: Limanda, Richardson (Sk. H. Thomsen), 161k, NS, 15 days.
Pair teams
£7,484: Green Valley, Danbrit (Sk. R. Younger), 212k, and
£7,091: Paul Antony, Richardson (Sk. F. Josefson), 205k, both NS, 8 days.

£3,944: Jilannon (Sk. R. Zeebroek), 122k, and
£3,878: Jarvit (Sk. J. Zeebroek), 116k, both Richardson, NS, 13 days.
£4,802: Ling Bank (Sk. G. Hill), 145k, and
£2,584: Halton (Sk. J. Penketh), 67k, both Sleight, NS, 13 days.

HULL

£48,821: Ross Leonis, BUT (Sk. D. Paterson), 1,473 k, WS, 26 days.
£47,757: Arctic Cavalier, Boyd (Sk. P. Garner), 1,546 k, WS, 24 days.
£45,408: Somerset Maugham, Newington (Sk. B. Taylor), 1,391 k, WS, 26 days.
£36,766: Westella, Marr (Sk. R. Beamish), 1,081 k, BI, 24 days.
£35,980: Kingston Pearl, BUT (Sk. B. Turner), 988 k, WS, 26 days.
£35,406: Kingston Beryl, BUT (Sk. D. Grewar), 1,020 k, WS, 26 days.

FLEETWOOD

£20,430: Boston Explorer, Boston (Sk. W. Anderson), 780 k, 17 days.
£18,151: Wyre Conqueror, Wyre (Sk. W. Spearpoint), 718 k, 15 days.
£17,130: Luneda, Marr (Sk. A. Hay), 506 k, 14 days.
£15,220: Wyre Vanguard, Wyre (Sk. J. Newsham), 615 k, R, 15 days.
£8,925: Marrie Jacob, Irish vessel (Sk. G. O'Shea).

£8,605: Admiral Hawke, Wyre (Sk. P. Weirman), 317 k, 15 days.
Pair teams
£28,137: Armana (Sk. T. Christy), 705 k, 14 days, and
£20,500: Navena (Sk. J. Burns), 598 k, both Marr, 15 days.

ABERDEEN

Distant water
£18,691: Ben Lui, Irvin (Sk. T. Nelson), 775k, BI, 26 days.
£18,405: Glen Urquhart, Marr (Sk. F. Webster), 720k, F, 16 days.
Homewater
£17,592: Pindarus, BUT (Sk. J. Glasgow), 780k, S, 15 days.
£16,621: Ross Mallard, BUT (Sk. J. Barclay), 654k, S, 11 days.

£16,575: Grampian Warrior, North Star (Sk. W. Morgan), 577k, S, 16 days.

LOWESTOFT

£15,467: Suffolk Monarch, Hobson (Sk. D. Smith), 624 k, NS, 12 days.
£14,079: Boston Sea Sprite, Boston (Sk. M. Raven), 467 k, NS, 12 days.
£13,676: Winkleigh, Putford (Sk. G. Marshall), 578 k, NS, 13 days.
£12,843: Outton Queen, Talisman (Sk. A. Hutchinson), 449 k, NS, 11 days.
£12,510: Barnby Queen, Talisman (Sk. C. Craig), 449 k, NS, 11 days.
£12,101: St. Rose, East Coast (Sk. S. Jonas), 434 k, NS, 12 days.

NORTH SHIELDS

£22,125: Ben Edra, Irvin (Sk. R. Palmer), 68,689 k, NS, 12 days.
£15,496: Ben Meide, Irvin (Sk. P. E. Jamieson), 41,853k, NS, 12 days.
£10,046: Ben Glas, Irvin (Sk. S. Shearer), 24,733k, NS, 13 days.
£8,142: Bishop Burton, Newington (Sk. T. Fairley), 14,379k, NS, 6 days.
£4,624: Lindisfarne, Irvin (Sk. J. Bailey), 10,545k, NS, 5 days.
£4,120: Incentive, AF (Sk. A. Dougal), 11,438k, NS, 4 days.

MILFORD HAVEN

£8,962: Rosevear, Norrard (Sk. J. Manson), 170 k, 13 days.
£5,658: Bryher, Norrard (Sk. A. James), 148 k, 13 days.
£5,120: Brenda Wilson, Jones (Sk. R. Evans), 142 k, 13 days.
£2,568: Westerdale, Linke (Sk. B. Linke), 60 k, 8 days.

GRANTON

£16,053: Arctic Attacker, Liston (Sk. B. McPherson), 744 c, NS, 13 days.
£14,064: Arctic Riever, Liston (Sk. M. Acum), 653 c, NS, 18 days.
£7,173: Arctic Explorer, Liston (Sk. J. Banyard), 310 c, NS, 6 days.

KEY: BI Bear Island; BS Barents Sea; DW distant water; F Faroe Islands; G Greenland; HW home water; I Island; IS Irish Sea; NC Norway Coast; NLF Newfoundland; NS North Sea; O Orkney; R Rockall; S Shetland; W Westerlies; WC West Coast; WS White Sea; Sk Skipper; k kits; c cwt; kg kilo.

GRIMSBY

A good supply of 5,375 kits from 20 boats met a fair demand. Prices: shelf cod, £4/5; codling, £3/50; large shelf haddock, £4/50; £4/80; medium, £3/20; £3/40; small, £1/30; £2/80; large plaice, £4/30; £4/80; medium, £3/80; £4/60; best small, £3/4; lemon sole, £0/7; large skinned dogfish, £5; medium, £4/50; saithe, £2/2/80; per stone.

MILFORD HAVEN

305 kits from five boats. Prices: large cod, £40; medium, £45; codling, £31; large plaice, £45; medium, £38/60; small, £23; turbot, £11; whiting, £12/40; Dover sole, £14; slaps, £15; tongues, £8/8; large ray, £28/60; £31; medium, £23/24; small, £20/50; brill, £50; dogfish, £120; per 8oz kit; squid, £12/10/50; per 6oz kit.

TUESDAY SEPTEMBER 27

LOWESTOFT

1,088 kits from three boats. Prices: cod, £38; turbot, £14; large plaice, £30/36/50; medium, £30/33; small, £30/33; codling, £14/43; large haddock, £28/40; small, £16/30; large turbot, £167/178; small, £82/91; lemon sole, £40/56; Dover Sole, £160; monkfish, £55/60; dogfish, £25/20; catfish, £20/24; per 10oz kit.

BRUXHAM

Prices: large plaice, £3/80; medium, £3/60; turbot, £14; large whiting, £2/30; small, 60p; large Dover sole, £19; slaps, £11; brill, £7; large conger, £2/50; small, £1; squid, £5/20; large dabs, £4; medium, £2/80; small, 60p/70p; per stone.

BUCKIE

30 boxes from two boats. Prices: codling, £1/70; round whiting, £1/3; monkfish, £4; lemon sole, £3/60; plaice, £2/40; whitches, £1/20; large prawn, £1/17; small, £7/80; hake, £1/80; per stone.

ABERDEEN

392 tonnes from 15 boats. Prices: mackerel, £325/55; cod, £28/29/40; large codling, £29/38; medium, £30/43; small, £21/47; ling, £50/40; £45; monkfish, £10/19/80; cod, £30/41; large, £26/80/40; medium, £22/60/37/50; small, £12/28; whiting, £7/23/40; lemon sole, £7/23/40; hake, £6/26/80; plaice, £26/38; per cwt, halibut, £5/18/20; per stone.

PETERHEAD

2,879 boxes from 21 boats. Prices: cod/codling, £50/45/80; whiting gutted, £3/30/2/80; small round, £1/10/1/60; monkfish, £9/10/2/80; conchfish, £2/10/2/50; catfish, £2/40/2/60.

ULLAPOL

1,096 tonnes of mackerel, homemarket, 456 tonnes; £8/12/80; pet food, 125 tonnes; £5/70; fishmeal, 610 tonnes; £5/20; klondyking, 454 tonnes; £9/17/80; per 100 kg.

HERRING REPORT

THURSDAY, SEPTEMBER 22

Ayr: nine trawlers, 21 tonnes; homemarket at £50/20/25. Mostly large fulls, 160/180 and 230/270 per 50kg.

Tarbert: 18 trawlers, 20 tonnes; homemarket at £50/20. Mostly large fulls, 160/180 and 230/270 per 50kg.

Mallaig: ten trawlers, 74 tonnes; homemarket, 42 tonnes at £10/24/70; klondyking, 32 tonnes at £40/54/70. Uniform to very mixed in size. Fulls mixed with spents, 200/510 per 60kg.

Stornoway: four trawlers, seven tonnes; homemarket, five tonnes at £31/60/27; curing two tonnes at £25. Uniform to mixed in size, spent, 280/510 per 50kg.

Whithaven: one trawler, 12 tonnes; homemarket at £59. Mazy, 240 per 50kg.

FRIDAY, SEPTEMBER 23

Ayr: five trawlers, 13 tonnes; homemarket at £40/54. Mostly large fulls, 160/180 and 240/270 per 50kg.

Tarbert: 18 trawlers, 14 tonnes; homemarket at £45/50/55. Mostly large fulls, 160/180 and 240/270 per 50kg.

Mallaig: 15 trawlers, 85 tonnes; homemarket, 41 tonnes at £25/25/60; klondyking, 24 tonnes at £40/80/246/80. Uniform to mixed in size, 205/395 per 50kg.

Stornoway: seven trawlers, nine tonnes; two drifters, one tonne; homemarket, nine tonnes at £30/38/30; curing, one tonne at £30/38/30; mixed in size, spent, 320/870 per 50kg.

SEPT 24 NEWLYN

Prices: large mackerel, £4/30; small, £2/80; large mackerel, £2/20; large medium, 75p; small medium, 50p; small, 45p; large plaice, £2/80; large plaice, 50p; small, 45p; large lemon sole, £2/80; small, 45p; large Dover sole, £19/50; medium, £18; slaps, £14; squid, £5; large monkfish, £12; skate, £2/80; large prawn, £4; small, £4/50; large ray, £4/50; medium, £2; medium small, £1/80; small, £1; large turbot, £17; medium, £13; large cod, £2/80; medium, £4/30; haddock, £5; ling, £3/10; large conger, £8; large medium, £2/80; small, £1/80; small, 50p; large hake, £4/50; large medium, £1; small medium, £5/50; small, £4; large hake, £3.

SEPT 25 EYEMOUTH

250 boxes from 13 boats. Prices: spray codling, £28/220; medium, £22/227; small, £18/220; best small, £14/228; haddock, £20/229; dogfish, £15/228; monkfish, £23/240; roker, £16/237; whiting, £14/238; Dover sole, £11/240; whitches, £20; guernsey, £11/240; brill, £40/250; per 10 stone kit.

FRASERBURGH

708 boxes from 27 boats. Prices: selected lemon sole, 40p; plaice, £3/50/25; per stone; large haddock, £25/23; small, £16/16; selected, £17/20; small codling, £18/10; small, £28/28; cod spray, 40p; whiting, £16/17; cod, £11; monkfish, £38; patch, £10/210/50; per box.

KINLOCHBROVIE

300 boxes from seven boats. Prices: cod, £3/89/44; haddock, £2/85/23/70; plaice, 40p; monkfish, £2/30/30; lemon sole, £2/80/18; monkfish, £14/24; skate, £1/50/25/30; whiting, £1/95/13/10; prawn tail, £10/217; per stone.

LOCHINVER

500 boxes from ten boats. Prices: cod, £3/40/3/65; whiting, £1/82/3/40; whiting, £1/48/2/80; plaice, £2/80; megrim, £1/80/2/45; hake, £2/55; whitches, £1/40/2/20; monkfish, £4/20/4/20; small, £1/20/2/30; saithe, £3/30/4; hake, £3/20/2/35; whiting, £1/80/2; dogfish, 70p/80p; and prawn tails, £1/4/30; per stone.

LOSSIEMOUTH

90 boxes from three boats. Prices: haddock, £2/40/24; large codling, £2/70/2/75; plaice, £2/80/23; whiting, £1/20/1/20; monkfish, £3; sole, £2/30/25; per stone.

SCRABSTER

180 boxes from seven boats. Prices: haddock, £2/40/24; whiting, £2/25/2/62; data, £1/30/2/35; skate, £1/95/2/20; per stone.

ABROATH

16 boxes. Prices: medium lot dock, £18/20; selected, £19/20; small, £17/50/20; large codling, £30/23/4; medium, £28/17; small, £18/20; large whiting, £10/50/14; small, £7/50/9; box; lemon sole, £4/50/5; £1/50/12; per stone.

MACDUFF

1,000 boxes from 10 boats. Prices: lemon sole, £2/40/24; plaice, £1/80/14/30; hake, £1/10/10; per stone; codling, £1/6/80/27; haddock, £18/25/50; per box.

ULLAPOL

1,096 tonnes of mackerel, homemarket, 456 tonnes; £8/12/80; pet food, 125 tonnes; £5/70; fishmeal, 610 tonnes; £5/20; klondyking, 454 tonnes; £9/17/80; per 100 kg.

IRISH FLEET EXPANDS

TWO 90 FT. steel trawlers were commissioned in Ireland earlier this month.

At a ceremony in the BIM Kilbessa boatyard Skerries skippers, Noel Wilde and Stephen Atley, took delivery of the sister vessels *Salve Regina* and *Pacelli*.

The ceremony was performed by the Minister for Fisheries, Mr. Brian Lenihan, TD, during his first official visit to a fishing port.

The total capital investment in the two vessels involved an outlay of £1.5 million, the largest commissioning of fishing vessels in the country.

The engineering design work on the vessels was undertaken by BIM staff.

Following the complete fitting out of the steel hulls in Kilbessa, these transom stern trawlers are among the most modern in the Irish fleet. They are fitted with up-to-date sophisticated electronic instruments including sonar, radar and speedlog.

Both skippers and their families have vast experience of fishing. Skipper Wilde commenced his fishing career in 1958 when he worked as crewman on his father's boat, *Ros Cath*. In 1959 he acquired *Sabrina* and purchased *Ave Maria* in 1975. He has experience of herring bottom and mid-water trawling, white fish, prawn and sprat trawling in waters all round the coast. His brother Allen is now taking over *Ave Maria* while another brother Ivan operates *Immanuel*.

The purchase of these new vessels brings to eight the number of trawlers bought from BIM, yards by the two families over the years.

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Scottish boats arrested

THE ABERDEEN trawler *Ben Heilem* became the second Scottish trawler to be arrested on a charge of contravening net regulations within a few days.

Both vessels were arrested north of Faroe said Torsbaven coast guards. Owners of *Ben Heilem*, Richard Irvin, said that the case had no date for the next hearing.

At the weekend Skipper Stewart Thomson of the Aberdeen stern trawler *Clarkwood*, owned by the John Wood Group, was fined £2,000 by a Faroese court. It was alleged that the *Clarkwood* had been fishing in Faroese waters with an under-size net.

Mr. Ian Wood, managing director of the Group, said they were appealing against the fine. He added that it had come out in court that it was only smaller parts of the net which did not comply with the regulations. The *Clarkwood* resumed fishing following the case.

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